Victoria Daily Times.

VOL. 30. VICTORIA, B.C., TUESDAY, OCTOBER 3, 1899. NO. 24.

Diamonds
Watches
Jewelry
Silverware
Cut Glass, &c

We carry the largest stock in British Columbia and absolutely guarantee everything to be as represented.

CHALLONER & MITCHELL,

'Phone 675. 47 GOVERNMENT STREET

Opera Capes
Opera Cloaks
Opera Shawls
Opera Gloves
Opera Furs

IN PROFUSION AT The Westside

70 Government Street

J. Hutcheson & Co.

Morgan's Eastern Oysters

Always Fresh and Reliable.

Dixi H. Ross & Co.

Demanding the Best.....

The most progressive builders demand the best hardware for their work. The most intelligent come to us. They know we give them the best goods and make the prices right for them. They are satisfied that we do better for them than any other dealer and are glad to show they value our methods by coming to us.

Nicholles & Renouf, Ltd.

Cor. Yates and Broad streets, Victoria, B. C.

Picture Frames

OF ALL KINDS IN STOCK AND MADE TO ORDER AT LOWEST PRICES.

J. W. MELLOR, - - - 76-78 FORT ST.

Broken Sweet Cakes FOR A FEW DAYS AT M. R. SMITH & CO.'S 57 FORT STREET.

WE MAKE A specialty of compounding Physicians' Prescriptions. PURE DRUGS. COMPETENT DISPENSERS.

Clarence Block, Corner of Yates and Douglas Sts. **HALL & CO.** Dispensing Chemists

Lee & Fraser,

Real Estate and Insurance Agents

$3,200 WILL PURCHASE one of the finest cottages in James Bay—7 rooms, brick foundation, hot and cold water, heated by furnace and radiators, electric light, in splendid condition, lot 60x166.

$2,200 NINE-ROOMED BRICK HOUSE, with modern conveniences—a snap.

9 and 11 Trounce Ave., Victoria, B.C.

FARM FOR SALE---CHEAP

500 ACRES in plots to suit. 100 acres under cultivation. Easy terms. Apply to A. GLENDENNING, on the premises, or B.C LAND & INVESTMENT AGENCY, LIMITED

FOR SALE---CHEAP.

Lot and cottage, Niagara street, only $1,000.
House and lot, Superior street, for $750.
Lot and cottage, Oak Bay avenue, cheap, $450.
Lot and cottage, Johnson street, bargain, $450.
Large well-finished cottage and stable on Harrison street, cost $2,700, for $1,000.
Nice cottage on Chestnut street, very easy terms, only $1,700.
Good 5 roomed cottage, Fernwood road, a bargain, $900.
To let, furnished cottage, 5 rooms.
To let, 6 roomed house, good location, $10.
If you require any Fire Insurance, Coal or Wood give me a call.

P. C. MACGREGOR, Agent,
NOTARY PUBLIC, CONVEYANCER, ETC.
92 GOVERNMENT STREET.

A. W. JONES

FIVE SISTERS BLOCK

Real Estate, Insurance and Financial Agent.

Canada Life Assurance Co
Caledonian Fire Insurance Co.
Phoenix Assurance Co. of London

MONEY TO LOAN From private funds in sums from $500 to $50,000

WILLIAM F. BEST

ASSAYER AND ANALYTICAL CHEMIST

(Heidelberg and Leipsig). Late analyst for the Province of New Brunswick. Office, 28 Broad street, opposite Driard Hotel, Victoria.

J. & J. TAYLOR'S FIRE-PROOF **SAFES** AND VAULT DOORS.

AGENTS

JOHN BARNSLEY & CO.

115 GOVERNMENT STREET

Also Kodaks, Firearms, Fishing Tackle, Ammunition, Bicycles, etc., etc.

W. JONES,

AUCTIONEER,

The City Auction Mart, 73-75 Yates Street

Furnished residences and stocks bought outright for spot cash. Before disposing of your goods you will find it to your interest to consult

REAL ESTATE DEPT.

Houses and lots to rent and for sale in all parts. For quick business, list your properties with us.

WANTED—Old copper, brass, zinc, lead, scrap iron, rope, canvas and sacks; highest prices given. Apply Victoria Junk Agency, 30 Store street. B. Aaronson, Agent.

WELL FURNISHED ROOMS, single or en suite; modern conveniences; good dining rooms. Sample rooms for commercial use. M. Wait, The Vernon, 66 Douglas street.

UNION BREWERY, 150 Government street; cellar entrance, rear of Hotel Victoria.

GET YOUR AMMUNITION at John Barnsley & Co.'s, 115 Government street, Largest stock in the Province.

COAL AND WOOD — Baker & Colston, wharf and office Belleville street, James Bay; telephone 407; city office, Swinnerton & Oddy's, telephone 491.

NEW SEASON'S **TEAS**

CONGOUS, HYSONS, GUNPOWDERS

IN HALF CHESTS AND CADDIES.

Hudson's Bay Company

DIRECT IMPORTERS.

NEW ADVERTISEMENTS.

CUSTOMS SALE

I am instructed by A. R. MILNE, Esq., C. M. G., Collector of Customs, to sell at Public Auction at the Appraiser's Bonded Warehouse, Customs Building, Victoria,

On Monday, October 9, at 11 a.m.

Abandoned and Seized Goods.

Seized—1 trunk, containing tobacco, silk, etc., 14 yards Navy serge.

Goods in Bond over 2 years—16 barrels of beef, 2 cases of whiskey, 14 packages of wine making machinery.

Sailors' Effects from Wreck—2 trunks, 5 bags of clothing, etc.; also 31 express packages from Wells Fargo, Great Northern, Dominion Express and Northern Pacific, and a miscellaneous lot of merchandise.

Unclaimed Goods—G. L. Leighton, 1 case hardware; J. E. Chipman, 1 parcel of merchandise; J. S. Elliott, 19 pkgs. hardware; C. Brown, 2 pkgs. effects; A. E. Harris, 1 bundle blankets; T. J. T. Fisher, 1 box books; order W. S., 1 case cycle sundries; W. Ahrens, 1 case wine; H. O. Reed, 2 cases wine.

Ex. Mananense—1 case hats, 1 bell tent pole, 3 cases merchandise, 80 boxes candles, and 826 cases of Scotch whiskey.

Whiskey will be sold in bond, and offered in 2 lots. Samples can be seen at my office any day prior to the sale. Wine making machinery to be seen at outer wharf. Terms—Cash.

WM. T. HARDAKER, Auctioneer.

COAL, $5.50 PER TON—New Wellington Collieries. Kingham & Co., agents; office, 44 Fort street; telephone call 647.

THE PATERSON SHOE CO., Ld.

(Late Victoria Shoe Co.)

Our shelves are now filled with

The Newest Things in Fashionable **Fall Footwear**

WE HAVE JUST OPENED

30 CASES Geo. E. Keith's Celebrated Fine American Shoes for Men and Boys

Which we have marked at POPULAR PRICES as usual.

WE GIVE TRADING STAMPS.

THE PATERSON SHOE CO., Ld.

35 JOHNSON STREET. VICTORIA, B.C.

NEW ADVERTISEMENTS.

ROOMS—Furnished or unfurnished, suitable for light housekeeping. 58 Kingston street, James Bay.

HAVE YOU SEEN Lee & Fraser's advertisement on front page? Read it, and profit by purchasing one or both of the bargains offered.

WANTED—General servant for small family. Apply Mrs. Munro, 55 South Turner street.

WANTED—A woman as general servant. Apply 76 Chatham street.

LUMP COAL, NUT COAL, SACK COAL, SLACK COAL. Telephone 694. Munn, Holland & Co., Trounce and Broad street.

HASTIE'S FAIR

—FOR—

Tin and Enamelware.

77 GOVERNMENT STREET.

LONDON HOSPITAL COUGH CURE.... **CURES**

50 CENTS PER BOTTLE.

JOHN COCHRANE, Chemist,

N.W. Corner Yates and Douglas Streets

—Let Us Fill Your Prescription.—

PUBLIC MEETING

HON. DAVID MILLS, Q.C.

Minister of Justice,

—AND—

HON. SIDNEY FISHER,

Minister of Agriculture,

Will Deliver Addresses at the

A.O.U.W. HALL

YATES STREET,

On Thursday Evening, October 5

Chair taken at 8 p. m.

C. E. RENOUF,
Vice-President Liberal Association.

FOR SAINT MICHAEL'S

—THE—

SS. ALPHA

Will Leave Vancouver

ON SUNDAY, OCTOBER 8

For St. Michaels, last chance this season. For freight and passenger rates apply A. H. B. McGOWAN, Cambie street, Vancouver; or, J. D. WARREN, Manager, 36 Fort street.

The company reserve the right of changing this time table at any time without notification.

Victoria Building Society.

The 75th drawing for an appropriation in connection with the above Society will be held at Sir William Wallace Society Hall, Broad street, at 8 p. m. on Saturday, the 7th of October, 1899.

See that your shares are in good standing.

By order,
A. ST. G. FLINT,
Secretary.

Telephones! Telephones! Telephones!

The Victoria & Esquimalt Telephone Co., Ld., is now installing telephones **free of construction charges.** For locality and terms apply to R. B. M'MICKING, Manager, Five Sisters Block, Victoria, B.C.

THE YACHTS FAILED TO FINISH

To-Day's Race the Most Exciting of Any Yet Sailed For Possession of the America Cup.

ROBBED OF VICTORY BY THE WIND.

Captains of Shamrock and Columbia Exhibited Superb Yachtsmanship, but the Boats Could Not Reach the Winning Post Within the Time Allowance.

(Associated Press.)

New York, Oct. 3.—The day for the first International yacht race opened bright, fairly clear, and with a crisp north to northeast breeze blowing at 12 miles an hour. The weather conditions are considered excellent.

The Columbia and Shamrock, each with an attendant squadron, had been moored over night in the upper bay off Tompkinsville.

The crews were astir at daybreak preparing them for the competition. They were towed through the narrows and anchored inside Sandy Hook.

A sailor was sent up to the truck of the Shamrock's mast a few minutes after seven, and Sir Thomas Lipton's private signal was set.

By this time the Shamrock hoisted up jibs in the stops and looked as though she was ready to go out at any time.

The Columbia at this time had not hoisted any sail.

Meantime the steam yachts, excursion steamers, large and small, loaded with sight-seers were voyaging down the harbor toward the neighborhood of the course.

The Shamrock and Columbia, in tow of tugs, passed outside the Hook at 9 o'clock.

The Vigilant, the old cup defender, was in the challenger's wake.

The Columbia when near Point Hook began hoisting her main sail.

The Columbia broke out two headsails when about two miles east of the Hook, and cast off her tow.

At the same time the Shamrock, about three miles further east, headed up into the wind and began hoisting her mainsail. She had it well up when the Columbia passed her under three lower sails.

The wind was still to north-northeast, but had decreased some, and was not blowing over 10 knots. The flagship Corsair, with the regatta committee on board, passed the Hook at 9 a.m.

The Columbia reached Sandy Hook lightship at 10:12. The Shamrock at that time was three miles to the westward, but was heading for the lightship.

Strung out astern there was a large fleet of excursion boats, steam yachts, launches, tugs, six torpedo boats and several revenue cutters, all heading for the lightship. The wind was almost due northeast, blowing about ten knots an hour, a good club topsail breeze.

Off Sandy Hook.

Sandy Hook, Oct. 3.—The wind is north-northeast, at 16 miles. The weather is fine. There is a haze outside the bar, the air is crisp, and moderate sea. There are good prospects for the race. The wind may drop a little.

Preparations were made early this morning for the race.

A fine north-northeast breeze was blowing at the time. The sun's heat raised a slight vapor on the water, the air was chilly and overcoats will be in demand.

The white dressed crew on the Columbia and Shamrock set about getting their boats ready early.

On board the Erin, the tenders Plymouth and St. Michaels, as well as on the barge Ulster, everybody seemed busy.

Long Branch, N.J., Oct. 3.—Observation about 7 miles. The breeze is about ten knots from the north. It is misty, but the sun is rapidly eating up the fog.

Highland, off Navesink, Oct. 3.—At 8 o'clock the weather is clear, wind northwest and about 15 knots. The sea is comparatively smooth. The horizon to the southeast is comparatively clear. There is a haze over the Long Island shore and up New York harbor.

Long Beach, Oct. 3.—8:25 a.m.—Wind north-northwest, four miles an hour. The weather is clear and the sea unusually smooth.

The Start.

Highland, 11:12.—The starting gun has been fired.

The Shamrock apparently crossed the line at 11:15:30, and the Columbia at 11:15:55.

The Shamrock went over the line with a baby topsail and forestay stails, breaking them out.

Highlands, off Navesink, 11:21.—The course is fifteen miles to leeward and turn down the Jersey shore.

The Shamrock did not set her spinnaker until five minutes after crossing the line, during which the Columbia pulled up somewhat on her.

Highland Beach, N.J., Oct. 3.—7:30 a.m.—The wind is almost due north, blowing 16 miles an hour.

Race Bulletins.

Bulletin 1.—The preliminary gun was fired at 10:56½ a.m.

No. 2.—The Shamrock first over, Columbia a few seconds later. Yachts about south on the port tack.

No. 3.—Long Beach, 11:19 a.m.—Columbia appears to be gaining slightly on the Shamrock.

No. 4.—Highlands, off Navesink, 11:20 a.m.—The Shamrock appears to be increasing her lead.

No. 5.—The Shamrock crossed, while the Columbia broke out her big balloon topsail and spinnaker.

The Shamrock Leads.

No. 6.—11:21.—The Shamrock led the Columbia by about 200 yards.

No. 7.—Both racers are standing to southward. The Shamrock has mainsail, staysail, jib, jib topsail, club topsail, and spinnaker set. The Columbia has mainsail, staysail jib, jib topsail, club topsail, spinnaker and balloon jib set.

No. 8.—11:23 a.m.—The Shamrock has set her big balloon fore staysail. The spinnaker is drawing poorly, while the Columbia's big balloon jib topsail appears to be drawing her up on the Shamrock.

A Close Race.

No. 9.—11:26 a.m.—The wind has dropped considerably, and at this hour is blowing not much over seven miles. At 11:26 the Shamrock was still ahead, and does not appear to be gaining. On the other hand, the Columbia is a trifle closer, but yet the race between the two will be very close.

No. 10.—11:30 a.m.—The Shamrock has set her balloon jib. She apparently continues to hold about the same position, although the Columbia appears to be gaining slightly.

No. 11.—11:33 a.m—The boats had not sailed much over three miles of the course, and at this time it looked as if the race will be a slow one.

The Columbia Gaining.

No. 12.—11:34 a.m.—The Columbia had gained a trifle more, but was still 25 or 50 yards behind her rival.

No. 13.—11:35 a.m.—The Shamrock appears to have increased her lead somewhat. The Shamrock's sails appear to

(Continued on page 8.)

NEW ADVERTISEMENTS.

SHERIFF'S SALE.

Under authority of Warrants of Execution issued out of the County Court of Victoria, I have seized a lot of printing material, almost new, consisting of a large assortment of plain and fancy type, cases, chases, stones, proof press, stands, etc., which will be offered for sale by tender on Friday, the 6th day of October instant, to the highest bidder. The material may be seen on the premises lately occupied by the Globe Publishing Company, Broad street, Victoria. The highest or any tender will not necessarily be accepted. A complete inventory of the property has been made, which will be open for inspection by intending purchasers at my office. Terms—Cash.

J. E. M'MILLAN,
Sheriff.

HOUDE'S Straight Cut Cigarettes

MANUFACTURED BY

B. Houde & Co., Quebec.

Are Better than the Best.

Wholesale at B.C. Jobbing Co., 31 Store Street, Victoria.

We are Prompt, We are Careful and We are Always at Our Post.

Campbell's Prescription Store

CORNER OF FORT AND DOUGLAS STREETS
VICTORIA, B.C.

For Pure Drugs and Chemicals.

Crisis in the Transvaal

It Is Expected That the Fighting Will Begin To-morrow.

Unconfirmed Report That Boers Have Captured the Town of Dundee.

London, Oct. 2.—According to a dispatch from Pretoria a complete plan of campaign has been arranged with the Orange Free State and fighting is expected on Wednesday.

General Jan Kock will command the Boer forces on the Natal border, and Gen. Schlakburger on the eastern border, while Gen. Malan will be in command at Rustenburg. Altogether there will be nine generals in command of columns.

President Kruger addressed the troops which started for the Natal border on Saturday, appealing to their patriotism and wishing them God speed.

From Johannesburg it is reported that many of the Boers are anxious to leave and that many of the young men are forming corps of civilian police. The town is quiet. The merchants' committee announce that the Irish subjects under a permit will be allowed to remain.

A dispatch received at Capetown to-day from Charlestown, Natal, announces that members of the Orange Free State artillery with six guns have arrived at Volksruth, a point in the Transvaal

Close to the Natal Border,

and that a marquee has been erected by the hospital authorities. The officials at Charlestown have received a telegram from the colonial secretary in answer to inquiry instructing them to remain absolutely still and offer no resistance. General Joubert, the vice-president of the South African republic and commander-in-chief of the Transvaal forces, has arrived at Volksruth and his presence there will probably have a calming effect.

It is understood that the colonial office has received an important dispatch from Sir Alfred Milner, British high commissioner for South Africa, yesterday, the contents of which have not been made public.

A rumor, which however lacks confirmation, is current at the clubs to-night that the Duke of Connaught will accompany General Sir Redvers Buller to Africa as Imperial commissioner to confer with President Kruger and President Steyn.

A correspondent wrote to Lord Salisbury asking if it were not true that the government would make every effort to avert war and had no desire to annex the Transvaal if a settlement could be obtained peacefully. Lord Salisbury replied answering affirmatively.

Reports from various arsenals and garrisons in Great Britain testify to the active continuance of

Military Preparations.

The government is chartering a large number of steamers evidently for the purpose of transporting an army corps. About forty vessels are to be chartered.

The Daily Chronicle says it has reasons to believe that the formation of a naval brigade is contemplated.

The Berlin correspondent of the Daily News telegraphs that recently interviews between Lord Salisbury and Count von Hatsfeldt-Willenburg, German ambassador to England, were held with reference to the Samoan question, and hints that England can buy Germany's good will in South Africa by meeting the view of the German government regarding the settlement of the Samoan difficulty.

A Natal dispatch timed 10:40 this morning reported that excitement is increasing at Durban. The streets are thronged with animated crowds and the impression prevails that the Boers may commence hostilities to-day.

No confirmation is obtainable from any source of the report contained in a dispatch to the Exchange Telegraph Company that the Boers have captured Dundee.

From Johannesburg.

London, Oct. 2.—An Outlander writing from Johannesburg to a friend in Birmingham says:

"If it comes to a fight I believe the Boers will make a massacre of it, blow Johannesburg to bits and shoot us on sight. In fact I have been told so by one in office."

Appeal to McKinley.

New York, Oct. 2.—Consul-General Pierce, of the Orange Free State, to-day received a cablegram relative to affairs in the Transvaal. Consul Pierce said that the cable was of such a nature that he could not make it public, but he was at liberty to say that the President of the Free State had made an ineffectual effort to induce President McKinley to request other powerful nations to act with the United States as arbitrators between England and the Transvaal. Mr. Pierce said that the warm and close relations between Great Britain and the United States prevented President McKinley moving in so momentous a matter.

At a special meeting of the Holland Society of New York to-night a resolution was adopted appealing to the government of the United States to use its good offices with the government of Great Britain for the preservation of peace between England and the Transvaal, and for the settlement of the points in dispute between these nations in a manner that will save to the South African Republic the rights guaranteed it by the convention of 1884.

Delagoa Bay.

Madrid, Oct. 2.—El Liberal to-day says that Spain cannot remain indifferent to the movements transpiring in the Transvaal in view of the Anglo-Portuguese treaty by the terms of which in the event of Great Britain becoming engaged in a war with another power Portugal is obliged to mobilize 100,000 men and allow Great Britain to use her forts and arsenals. El Liberal follows up this extraordinary assertion with the statement that a secret convention also provides that Portugal will cede Great Britain Lorenzo Marquez on the north side of Delagoa Bay and Zambique on the east coast of Africa.

Patriotic Canadians.

Toronto, Oct. 2.—At a meeting of prominent militia officers held at the military institute on Saturday evening, Lieut.-Col. Davidson, of the Highlanders, was the leading speaker, and urged that a corps of 1,500 men should be sent to the Transvaal, and another corps of 1,500 prepared. He moved a resolution endorsing the proposal to send a contingent. Lieut.-Col. Mason, of the Royal Grenadiers, seconded the resolution, which was carried with enthusiasm. A committee was also appointed to wait on the local members of parliament and ask them to urge the minister of militia to take action.

Ottawa, Oct. 2.—Col. Hughes, M.P., has received a large number of replies to the circular he issued. Over 250 officers have volunteered for service, and the tender of men ranges in the vicinity of 20,000.

STARVED NERVES.

When the blood is thin and watery, the nerves are actually starved and nervous exhaustion and prostration soon follow. Feed the nerves with Dr. A. W. Chase's Nerve Food and you will impart to them the new life and vigor of perfect health. Face cut and fac-simile signature of Dr. A. W. Chase on every box of the genuine.

SCOTSMAN'S PASSENGERS.

Montreal, Oct. 2.—An official list of the Scotsman's missing passengers was issued to-night. Lost, not having been seen on the island after the accident:

First cabin—Mrs. H. Childs, London, Eng.; Mrs. Alfred Robinson and Miss Robinson, Toronto; Miss A. Street, Montreal.

Second cabin—Mrs. M. Scott, Mrs. Frank Watking, Mrs. Nickolson, Windsor, Ont.; Mrs. W. Skelton, Los Angeles, Cal.; Miss R. Weavers; infant child of Mrs. Roberts, Montreal.

Missing, seen on island but not reached Montreal—Mrs. M. E. Bate, Montreal.

On passenger list, but no record of their having reached Montreal: Second cabin—J. D. Gordon. Steerage—M. Joyle, Mrs. M. Mathieson.

It is supposed that Gordon was on board the steamship Montford and that his name was omitted from the list, he possibly having failed to appear at the muster. There were two steerage passengers who gave their names at the muster as John Jacobson and Grota Lusks, who may have used the Joyle and Mathieson tickets.

It is said on good authority that the award of the Anglo-Venezuelan commission will be a decided victory for Great Britain.

"Pride Goeth Before a Fall."

Some proud people think they have strong constitutions, and ridicule the idea of disease. Such people neglect their health, let the blood run down, and their stomach, kidneys and liver become deranged.

Don't be foolish about your health. Use Hood's Sarsaparilla and you will prevent the fall and save your pride.

Running Sore—"My mother was troubled with rheumatism in her knee for a number of years, and it broke out into a running sore. She took three bottles of Hood's Sarsaparilla and is now well. Hood's Olive Ointment helped to heal the eruption." MRS. JOHN FARR, Cloverlawns, Ancaster, Ont.

Bowel Trouble—"My mother, Mrs. John Ried, suffered with bowel trouble for four years and tried different doctors, but obtained no relief until she began taking Hood's Sarsaparilla. Three bottles of this medicine entirely cured her." LIZZIE REID, Tracy Station, N. B.

Scrofula—"An abscess on my hip was lanced and never healed. Another broke out on the other hip and the next year three more appeared. I took Hood's Sarsaparilla and it helped me. Since taking six bottles of the medicine I have not been troubled, and previous to this treatment one of the eruptions had discharged for seven years." MRS. FRANKLIN H. TEED, Freeport, N. S.

Hood's Sarsaparilla
Never Disappoints

Hood's Pills cure liver ills; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

BOY'S EXTRAORDINARY ACT.

(Associated Press.)

Springfield, Ill., Oct. 3.—Charles Leban, a 13-year-old boy, was arrested last night on a charge of murdering Carrie Cartwright, the 12-year-old daughter of Henry Cartwright, proprietor of the Greentree Hotel, about noon yesterday. Leban mischievously touched a match to some paper bunting with which Miss Cartwright had adorned herself. The girl was so horribly burned that she died from the effects of the injury about five hours afterwards. Her mother was badly burned trying to save her life.

LABOR TROUBLES IN THE U. S.

(Associated Press.)

Fort Dodge, Ia., Oct. 3.—The most serious strike in the history of Webster county began at the coal mines. Every mine in the district is shut down, with 400 workers idle. One serious result of the labor trouble is a coal famine which it caused. The local schools are closed, all the factories are running short of fuel, and many have suspended operations.

Springfield, Ill., Oct. 3.—A strike which will affect nearly 3,000 coal miners is threatened in the northern Illinois coal fields. Drivers in the mines in this part of the state have made a demand on the operators that they be paid $2 a day. The demand has been submitted in writing, and if the operators refuse to comply a strike will be ordered by the state mine officials, and in the neighborhood of 3,000 men will go out.

Philadelphia, Oct. 3.—Seven hundred boilermakers and iron shipbuilders, with about 200 helpers, went on strike to-day at Cramp's shipyards, for a working day of nine hours. The machinists and blacksmiths, numbering nearly 200, have been on strike for several weeks. The men went to work at the usual hour, and struck at 10 o'clock, as had been previously agreed.

THREE PERSONS SUFFOCATED.

(Associated Press.)

Chicago, Oct. 3.—Three people were suffocated by gas in their apartments at 370 State street. Their bodies were found last night by the police, and, from the condition of the bodies, it is believed that death was caused some time on Sunday.

The dead are: Mrs. Kate Jungles, widow, 35 years old; John Jungles, 11 years old, son of Mrs. Jungles; John Teld, 35 years old, a switchman, who boarded with Mrs. Jungles.

DEWEY'S UNCLE DEAD.

(Associated Press.)

Wichita, Kas., Oct. 3.—H. H. Dewey, of Sheffield, Ill., uncle of Admiral Dewey, died yesterday at Sheffield. His son thinks excitement over the Admiral's honors hastened his father's death.

QUEBEC BRICKLAYER

Falls Back on the Old Statement—"Dodd's Kidney Pills Cured Me.

A Sufferer From Lumbago For Two Years—Completely Disabled and Couldn't Work—Three Boxes Gave Him a New Back.

Quebec, Oct. 2.—John Ball, a bricklayer of this city, living on 57 Little Champlain street, says he was cured of Lumbago by Dodd's Kidney Pills. Asked how a kidney medicine could cure him of Lumbago, Mr. Ball said:

"Because Lumbago is the most direct symptom of Kidney Disease. Lumbago is Rheumatism of the back. Rheumatism is uric acid in the system. Uric acid is caused by poor work on the part of the kidneys—that is if the kidneys worked right they would sift it out and there'd be no trouble—that's the way it was explained to me. Dodd's Kidney Pills are simply supposed to make the kidneys work right, and they certainly do that all right.

"I had Lumbago for two years. Couldn't do my work. Had to get up in the night every little while to urinate, and so couldn't get a decent night's sleep. I heard of what Dodd's Kidney Pills had done so I got some. I thought I felt better after the first few doses and kept on. Sure enough three boxes of Dodd's Kidney Pills cured me, and I want everybody to know it."

FIGHTING IN PHILIPPINES.

Manila, Oct. 2.—There has been sharp fighting about Imus since Saturday. The captain and corporal of the American forces were killed and eight men wounded. A Filipino colonel is known to have been killed.

Major Price requests Rear-Admiral Watson to send two gunboats to his support. The fighting began on Sunday, when Capt. Brown led a battalion against a large force of insurgents on the open road, and a general engagement followed. The Americans, lying in the mud in the rice fields, kept up a fire for an hour and a half, when they were reinforced. The insurgents retreated.

The fighting yesterday began by an attack by the insurgents upon a party employed repairing the telegraph lines.

Washington, Oct. 2.—General Otis sends an account of his meeting with the insurgent envoys. General Otis said the interview with Aguinaldo's representatives indicated that the leaders were manoeuvering wholly with a view to secure recognition of the insurgent government. All such overtures were rejected and the envoys were informed that the only thing the United States would recognize was a white flag and the grounding of arms. He also informed the envoys that such capitulation on the part of the insurgents should come quickly in order to avoid the consequences of active war, as the United States did not intend to permit any delay in the matter.

The referendum in Queensland on the proposed Australian federation has been completed, 38,488 votes being cast in favor of the scheme and 30,996 in opposition.

Women with pale, colorless faces, who feel weak and discouraged, will receive both mental and bodily vigor by using Carter's Iron Pills, which are made for the blood, nerves and complexion.

Cricket in Victoria

A Review of the Season of 1899 by a Veteran Player.

The Performances of the Clubs and of Individual Players

The Victoria and suburban cricket season is ended, and has upon the whole been uninteresting, unsatisfactory and disappointing. There are no fewer than five city clubs in existence, or in name, and two suburban clubs—the R. M. A., or the Barracks, at Work Point, and the Navy at the canteen grounds, Esquimalt.

Numbers of matches have been played, but in a large majority of instances they lacked that enthusiasm and vim which ought to be the leading characteristic of the "greatest of all games," and the players gave the limited number of spectators who witnessed the matches the impression that they were going through the ordeal in a perfunctory manner, and with listless ease and carelessness betokening their desire to get through the task set them as soon and as easily as possible. There were some exceptions, and some of the players by the spirit they threw into the game, gave hope that, with more encouraging surroundings, the national pastime might survive until another season.

The Victoria club, which, from its inception until this season, had played many hard fought games at home and abroad and counted many well won and memorable victories, and had in the past striven gamely to uphold the honor and prestige of the Island with bat and ball, found itself this season disorganized and disrupted, without a field or habitation, and with nothing but a name. On the two or three occasions on which they played they did well. A fairly strong combination captained by Mr. Pooley, played the full strength of the R. M. A. on the barracks' ground at Work Point, and, thanks to the very excellent form of Harvey, a very fast bowler, they lowered the colors of the soldiers; they did not do so well against the Navy, but the fight they put up was highly creditable. This club has in Gooch a cricketer of more than ordinary merit, an excellent bowler, with a capital variation of pace and pitch and the capacity to capture wickets. Gooch had too few opportunities to delight lovers of the game with a proper exposition of his powers. He can also bat to good purpose, and his scores generally count; his stand against the barracks was all the more meritorious as the bowling was exceptionally good.

The other playing members, who, by right of training and past associations, really belong to the Victoria club, have joined other organizations, but if the shattered remnants of this club could be gathered together once more under the captaincy of Mr. Pooley, who remains yet without a compeer in managing a match, placing a field, and captaining a team, they would make a good showing against the best local team that could be picked to play them.

The Albions, to whom belongs the honor of having the only ground in the city, have had a most disastrous season, winning only one match out of the many they played, and that one against a very second rate combination from Nanaimo. They also drew with the same club at Nanaimo, much in their favor; but in all the rest they were beaten, and beaten badly. There is no accounting for the accidents in cricket; the Albions have some excellent batsmen, some good bowlers and very smart fielders, yet, strange to say, they invariably

"Went down like driftwood
When the floods are black at Yule."

Green, the captain, had a continuance of provoking bad luck, yet Green is a more than average batsman, and, when set, can cut and drive with great power and accuracy. His wrist play (an almost lost art in Victoria) has, in bygone days, served him to excellent advantage and enabled him to score where others would have failed. The brothers Martin play the game well, and field at times with brilliancy, the younger of the two being invaluable in the outfield. Swinnerton did not come off last season either, being more successful with the ball than with the bat. Fowkes was the mainstay bowler and captured most of the wickets, and Rankin at times did good service, but the season of 1899 was unkind to them all and no laurel leaves are theirs.

The Fifth Regiment club played an almost full season and did very well, having the good record of winning seven matches and losing two only, viz., one against the R. M. A. and the other against the Navy. R. Schwengers heads the batting list with an average of 44 runs for 8 innings. His highest score was 83 made against Vancouver on the R. M. A. ground, and was really a very fine display of good all round cricket. The Fifth Regiment on that occasion gave the strong Vancouver team a very severe beating, scoring 187 against 101 by the Vancouver team. The honors of the victory rested with the Schwengers brothers and McTavish, the former making 148 runs between them. McTavish took six wickets for 22 runs and R. Schwengers three wickets for 5 runs. They were beaten by the R. M. A. on the Barracks ground by one wicket only, and the Navy beat them by 21 runs, but the matches they won were won by large margins. The Fifth Regiment is undoubtedly the best, as it is certainly the most enthusiastic, club in the city. The majority of the playing members of the first team are devoted to the game, practice with praiseworthy diligence, and it is a pleasure to see them in the field. The brothers Schwengers and the brothers York, McLean, Pooley and McTavish, with Warden, Futcher and Wilson, have done the brunt of the work, and to them, with other individual players, belong the honors they have so creditably added to former Fifth Regiment victories. The most successful bowler, and he has certainly not only done yeoman service, but has bowled steadily through the whole season, has been W. York, right hand medium pace, with an accurate pitch. He captured over 50 wickets for the Regiment at a very small cost; playing against the Navy in a scratch team he captured seven wickets for 9 runs. His brother Louis is an excellent and stylish bat, but was, to the loss of the Regiment, out of luck for the greater part of the season. His 50 against the Albions, however, was made in his best form and without a chance. C. Schwengers has been a consistent run getter, and has, by his patience and judgment, saved his side on more than one occasion. When the Regiment had four wickets down for 6 runs at Nanaimo, he stopped the rot, scoring 35, being gallantly helped by Berkely with 13, and won the match. Conrad can also bowl to good purpose, and is a judicious and popular captain. The Regiment have in Warden when in form, one of the best wicket keepers in the Dominion, and he, when occasion demanded, did excellent service behind the wickets, but was much below his form with the bat. Capt. Foulkes played a very fine innings against the Navy, scoring 34, his long pulls as he banged the ball to the boundary being very refreshing to see. In MacLean the team has a patient batsman, and at times a fairly good run getter. His patience is as the patience of Job, and a batsman who can keep up his wicket for half an hour against first-class bowling and make only one run, is an exponent of the game worthy of imitation. Great things are expected from the gallant Fifth next season, and it is to be hoped they may find a ground on which to practice and play worthy of the talent they possess.

The United Banks mustered a fairly good team and played what little they did play—excellent cricket. The Gillespie brothers and Lobb are good at the game anywhere and always. The elder Gillespie made large scores by sound and fearless, and, at times, dashing cricket. He with Lobb, against the Navy, treated their bowling in the most inconsiderate manner, and both made large scores. The most notable development of the U. B.'s season was the wicket keeping of Pooley, who really did some smart things behind the wickets. He has length, reach and quickness, and should in a season or two stand in the foremost rank of stumpers. The few games played by the Banks did not give sufficient opportunity for them to show to full advantage, and it is to be regretted that, owing to their having no suitable or available grounds in Victoria, they were unable to measure their strength against the Fifth Regiment, as very fine matches would no doubt have been witnessed between these two capital teams.

The J. B. A. A. on one, and only one, occasion got together a team captained by H. J. Martin, journeyed to the canteen grounds, and in an afternoon's match succeeded in beating the Navy club, the captain himself being in excellent form, and Anderson, who plays far too seldom, also coming off with bat and ball. Other scratch teams have also been got together from time to time to play the Army and Navy, but cricket on these occasions was not taken very seriously, and the outings were more in the nature of an afternoon picnic and tea.

A team from Duncans came down during the season to measure their strength with the R. M. A. and the Navy. They had half a dozen men or so who played a good game, but they were defeated in both matches.

The R. M. A. Cricket Club has had a most successful season, playing 14 matches, winning 10, losing 2 and drawing 2. The grounds at Work Point Barracks, though small and helpful to batsmen on that account, are the best on the Island, the pitch being generally reliable and playing always true. Constant practice, soldierly discipline and enthusiasm for the game, combined with not a few excellent players, put this club in the very forefront of all the clubs in the province. They beat the Vancouver club, who sent across a strong team, in a full day's match, outplaying them at all points, not the least conspicuous part of their performance being their close, clean fielding. The various teams journeying thither from Victoria were invariably beaten, and they simply chewed up a team from the Navy captained by Capt. Finpis. The Cowichan and Duncan combination, possessing as they do some good batsmen, also succumbed before these invincibles. Their defeat by the Fifth Regiment at Victoria was owing to the absence of the officers, and the scratch team which Mr. Pooley took down gained (thanks to their swift bowler, Harvey, who found the spot) a well earned and most commendable victory.

In Capt. Barnes and Capt. Poole, Major Trotter, Barraclough, Frain, Hubbard, Kelly and Hall, they possess excellent all round cricketers. Barraclough on one occasion succeeded in hitting up 106 runs, the highest score in a single innings. He was closely followed by Capt. Poole with 96, and Gunner Frain with 91; Capt. Barnes's highest score being 54. Barraclough heads the batting averages, 32.06, 13 innings, Captain Poole being next with 32 for 7 times at the bat. Capt. Barnes averaged 31 runs. The bowling of the R. M. A., always first-class, was chiefly entrusted to Barraclough, Capt. Barnes, Sergt. Levick and Hall. All the matches the R. M. A. played were played to win, and their smartness in the field, the painstaking batting, and the courteous and considerate treatment of opponents and spectators enabled large numbers of the devotees of the game to spend many delightful afternoons on their beautiful grounds, and all lovers of the manly sport will join in the hope that, whether on the cricket or the tented field, all good luck and well earned victories may come to the gallant officers and men of the R. M. A.

There was plenty of cricket played on the canteen grounds, and frequent opportunity was given to see every variety of the game, but as no copy of the scores can be obtained details cannot be given.

Undoubtedly the great drawback experienced by all cricketers in Victoria is that there are no grounds on which to practice and play. The old ground on the hill has been so mutilated and rendered useless by laying down a concrete pitch that playing on it with certainty and safety is out of the question. The ground known as the Albion ground is in such a wretched condition, and the pitch is so bad, that judging any kind of a ball is entirely guess work, and the possibility of making a score is a matter of such improbability that no batsmen seem to care to run the risk of being disabled in the hope of making runs. This ground is, with the expenditure of a few hundred dollars, capable of being made into a really first-class and attractive cricket field. Its situation is convenient; its surroundings are beautiful, and its size all that could be desired, and if the Albions could be arranged with and the money raised—with the help of the city fathers, of course—a permanent home could be secured for cricket which would gather to itself competent players who would maintain the honor and prestige of the game against all comers, and be also a nursery for training and perfecting the rising generation in what is generally conceded to be of all pastimes the one which develops manliness, reliance, unselfishness and physique.

The great weakness of the Victoria teams in the past season was the looseness of their fielding, and Mr. Bates on more than one occasion figured amongst the highest scorers. With such a field as this, opportunity would be given to cultivate the fieldsman's art, which is not the least accomplishment in a good cricketer. It is hoped that during the early winter months a movement will be inaugurated to acquire this or some other suitable ground where good cricket can be developed and played, and be enjoyed by those who, in other lands and in other days, were votees of "the grandest game of them all."

UMPIRE.

When they read about the Peasant women of Europe who labor in the fields, Americans are prone to condemn the political conditions that cause this state of affairs, and to lavish a great deal of pity on these poor abused women. Our condemnation of some European institutions is doubtless all right, but we had better save a little of our pity and lavish it right here at home. The American wife and mother who labors morning, noon and night, in the close confinement of the home is in some respects worse off than the abused Peasant woman. The latter enjoys fresh air, sun-light and out-door exercise and retains that most precious endowment, her health.

American women, ever busy in the close confines of the home, get delicate and soon suffer from weakness and derangement of the delicate feminine organs. Confinement to the house runs down their health and they suffer from internal ulceration and inflammation, giving rise to debilitating drains on the system. Dr. Pierce's Favorite Prescription makes the important feminine organs, that are the cradle of the race, strong, healthy and vigorous. It is invaluable to nursing mothers and overworked housewives. All medicine dealers sell it.

"I took Dr. Pierce's Favorite Prescription," writes Mrs. G. J. Pender, of No. 6 Logan Street, Pittsburg, Pa., "up until the day baby was born and it helped me so much. I had a very easy time, was only in labor a short time and suffered very little. Baby is a lovely big girl, and your wonderful medicine has made me well of all my female troubles."

Nothing so many times pays for itself as a good medical book. The very best one is Dr. Pierce's Common Sense Medical Adviser. Now for a limited time, an edition, paper-covered, will be distributed FREE. Send 21 one-cent stamps (to pay the cost of customs and mailing *only*), to World's Dispensary Medical Association, Buffalo, N. Y.; cloth-covered 50 stamps.

With Your Breakfast. With Your Dinner. With Your Supper.

"SALADA"

CEYLON TEA

PURE AND DELICIOUS.

Lead Packets Only. All Grocers. 40c., 50c., 60c.

Weiler Bros.

Have just opened out a superior line of

Table Linen, Napkins, etc.

These goods are not to be seen elsewhere in the city.

New Goods are constantly arriving, amongst which can be seen

Sterling Silver Goods, Fine Bronze Statuary, Lamps, Fancy Tables, Piano Lamps and a Nice Line of China.

WEILER BROS., GOVERNMENT ST.

We Carry the Leading Makes
--OF--
Pianos and Organs

The finest assortment to select from in the city.

PIANOS: Steinway, Dominion, Nordheimer, Bell, Heintzman, Jewett.

ORGANS: Estey, Bell, Dominion

It pays to buy reliable goods from a reliable house.

M. W. WAITT & CO.
VICTORIA, B.C.

"DENSMORE"

THE WORLD'S GREATEST TYPEWRITER.

Easiest to Use. Hardest to Wear Out.

Has ball-bearings for every letter, thus reducing friction, and makes the machine last for many years.

Sole Agents for British Columbia.

The B.C. Typewriter Headquarters

A. E. MALLETT, Manager,
Board of Trade Building, Victoria.

Charles Hayward.
(Established 1860.

Funeral Director and Embalmer
Government street, Victoria.

NOLTE
GLASSES ADJUSTED. 37 EYES TESTED FREE.
FORT ST.

KEEP THE HEAD COOL

And the Bowels Open, and You Will Be Well During the Warm Weather.

"Keep the head cool and the bowels open," is old but eminently sensible advice for people to follow during the summer season. But the head won't keep cool, no matter what you do, if the bowels are constipated.

First thing, then, is to consider the bowels. If they don't move regularly every day take Laxa-Liver Pills.

They're the nicest acting little pill you ever tried.

If you take one or two before going to bed, they'll work while you sleep without a grip or gripe.

In the morning your head will feel cool and clear, and your brain bright and active.

They're just the think to keep you well this summer if you are subject to sick headache, bilious spells, dyspepsia, indigestion, sour stomach, constipation or liver torpor.

Miss Bessie Nason, Clover Hill, N.B., says: "I gladly recommend Laxa-Liver Pills, as they cured me completely of constipation before I had finished the third box."

—Fine assortment of "Art Squares," "Duro Carpets," "Axminster Squares" and Hearth Rugs at Weiler Bros.

BIG G
CURES in 1 to 5 Days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.

CURE YOURSELF!
Use Big G for Gonorrhoea, Gleet, Spermatorrhoea, Whites, unnatural discharges, or any inflammation, irritation or ulceration of mucous membranes. Not astringent or poisonous.
Sold by Druggists.
Circular sent on request.

Stoddart's Jewelry Store

Will shortly be removed to premises adjoining Nicholles & Renouf's Hardware store.

EIGHT-DAY STRIKING CLOCKS $3.00.

Every article reduced to Clearance Sale Prices.

CONSIGNEES' NOTICE

Br. Ship LANGDALE

HUNTER, Master,

FROM LONDON.

This vessel will discharge cargo at our outer wharf on Saturday, September 30, at 8 a. m., and following days. Consignees are requested to present bills of lading at the office of the undersigned, pay freight, and receive orders for their goods.

All goods remaining on the wharf after 5 o'clock each day, and while on the wharf, will be at the risk of the consignees thereof respectively, and may be stored at their expense.

R. P. RITHET & CO., Ltd., Agents.

Saved by the Efflux of Time

The Port Angeles Ferry Subsidy By-Law Narrowly Escapes Defeat,

Eleven O'clock Preventing a Division on the Second Reading.

Opinions Expressed Indicate Defeat by the Mayor's Casting Vote.

The Port Angeles ferry by-law was thoroughly debated in the city council last evening, and every alderman and the mayor expressed themselves upon the motion to take the second reading, and upon the amendment of Ald. Hayward postponing it until the completion of the Port Angeles Eastern Railway. Ald. Macgregor, who opened the debate, was speaking in reply to the criticisms of those who are opposed to the by-law, when the city hall clock tolled the hour of eleven. Constitutionally the council cannot sit after that time unless a motion extending the time be put and carried, and although some of the aldermen were in favor of such extension, Ald. Macgregor scented defeat and preferred to adjourn.

Of the aldermen, Messrs. Hayward, Cameron, Stewart and Humphrey had expressed themselves very definitely in opposition to the by-law; Ald. Kinsman, Beckwith and Brydon had expressed some objections, but preferred to allow the measure to be submitted to the people; and Ald. Macgregor and Williams had, of course, strongly supported the by-law as it stands. Thus there were 5 to 4 in favor of the second reading. His worship strongly opposed the subsidy and would have given his casting vote against it, which would have meant its defeat.

Next week, when the adjourned debate comes up, Ald. Macgregor will still have the floor, but the other aldermen, having already spoken at least once, will not be permitted to speak again.

President Cushing and Attorney Trumbull, of the Port Angeles Eastern, and Mr. J. A. Lawrence, of Port Angeles, were interested spectators of the proceedings.

It was fifteen minutes after eight o'clock before the proceedings commenced, all the aldermen being then present, his worship the mayor presiding, and City Clerk Dowler and Acting Solicitor Bradburn being also in their places. The audience was a small one.

The minutes of the last regular meeting, and of the special meeting held on Wednesday last, having been read and adopted, the mayor announced that he was going to New Westminster that night, and asked if he was to have the pleasure of the company of any of the aldermen. Ald. Humphrey replied that he was going; Ald. Beckwith said he was going the next night and Ald. Stewart said he could not get away until tomorrow night either. His worship expressed himself pleased that he was to have the pleasure of seeing those three there at any rate.

The order of communications was then taken up, the first of which had reference to the appointment of an

Electric Wiring Inspector,

and came from Mr. R. H. Sperling, the superintendent of the electric lighting company. The letter was an application for the position, and was accompanied by another letter from Manager Goward, of the same company, endorsing it. The company expressed the opinion that the schedule of rates contemplated by the council for the inspection of the electric wiring are too high, and offered to bear half the cost themselves rather than deter possible users of electric lighting from having it installed. They were able to do this, as Mr. Sperling inspects the wiring for them, and so would not be doing double work.

The mayor suggested that the letters had better be laid over until the by-law came up for further consideration, and a motion being made to that effect by Ald. Humphrey, it was adopted.

Routine Business.

City Clerk Dowler notified the council of the receipt and reference to the engineer of communications referring to a ditch on Rae street and the condition of Garbally road. Received and filed.

Engineer's Report.

The usual weekly report from the city engineer was of less importance than usual. It was considered seriatim and disposed of as follows:

1. Re communication from Mr. H. Kent asking for a proper drain on Rae street adjoining the church property. The engineer said that to properly abate the nuisance it would be necessary to construct a pipe or box drain from the point named to Blanchard street, and along the latter street, which on account of rock would be very expensive. He had therefore instructed the street superintendent to have the ditch cleaned out. Adopted on motion of Ald. Hayward.

2. Re drain on Michigan street to Oswego. It will be necessary to ask the owners of adjacent properties to connect, as it is the intention to do away with the ditch and save the expense of cleaning out. If this were done in other parts of the city it would effect considerable economy. Adopted.

3. Re completion of sewer extension on Michigan, Young and Toronto streets to Avalon road. As there is twice the estimated quantity of rock to remove to cost $300 more than estimated, the total cost will be $210 more than is on hand for the job. Work ordered to be completed, on motion of Ald. Humphrey, who expressed the opinion there would be enough money before the end of the month.

4. Re stone curbing for permanent paving. Recommending using granite in the blocks in which granite has been used in any part. Adopted on Ald. Stewart's motion, and the report adopted as a whole on Ald. Hayward's.

Market Receipts.

The market superintendent reported the receipt of $137.35 from farmers' and gardeners' fees and weighing machine charges during the month of September. Included in that amount was $15 for rent of stalls. Report received and adopted, the mayor saying it was a good investment to erect the stalls built the year before last, at a cost of $700, from which the city now receives about $200 a year rental.

Hackstands Again.

Banquo's Ghost, as the hackstand question is now nicknamed, came up again in the form of yet another petition, signed by George Marston and sixteen other licensed hackdrivers of the city.

The petition recited the presentation of the last petition asking for the construction of paved hackstands in certain places, and saying that as there seems to be a disinclination on the part of the council to incur the necessary expense, the petitioners now suggest that the council form a sinking fund to defray the cost, the money to be derived by an additional license fee of $2.50 per annum for each hack. By this means, said the petitioners, the necessary sum would be raised within a few years, and then the licenses could revert to the present sum of $5. The petitions stated incidentally that there are a large number of hacks, and the number is constantly increasing.

The mayor asked if the committee appointed last week to consider the hackdrivers' petition had a report ready, and Ald. Kinsman said they knew this additional one was coming, and had not prepared a report. This petition went to that committee to be reported upon with the other.

Accounts for Payment.

The standing committee on finance recommended the council to pay out of current revenue the sum of $3,304.81, the principal items being $650 on waterworks account, and $1,350 for streets, bridges and sidewalk maintenance. Adopted.

Deaf Mutes' Tuition.

The finance committee reported upon the application made by Miss Helen Willard Merritt for aid to enable her to continue the teaching of the deaf mutes she had taken under her care. Their recommendation was that the matter be referred to the school trustees for an expression of opinion, and that the trustees be asked to formulate a scheme by which all deaf mutes may be instructed. Adopted.

That Burning Nuisance.

H. M. Grahame acknowledged the receipt of a letter from the city clerk informing him of the disposition of his second letter complaining of the nuisance created by burning rubbish on the James Bay flats, at the head of Belleville street, to the inconvenience of residents on the Douglas estate. Mr. Grahame pathetically pointed out that the second letter was exactly the same as the first, and the nuisance still continues.

The mayor said he had talked with the engineer and that official informed him that it is not necessary to burn the rubbish, and that the fire was occasioned by other people setting fire to it. The engineer was now having notices erected forbidding this, and as the city does not intend cremating any more, the nuisance will be ended. Mr. Grahame's letter, which threatened "other steps," was received and will be acknowledged with the above assurance.

Permanent Sidewalks.

Ald. Beckwith's motion, that a permanent sidewalk be laid on Johnson street from the Turner block to Store street, was carried without debate.

Then Ald. Macgregor moved that a committee be appointed to act in conjunction with the city engineer to report upon what portions of the permanent sidewalks already ordered to be laid are most urgently needed, and should be completed first.

Ald. Hayward would like to ask if the motion was in order. The first permanent paving decided upon was that of Government street from Johnson to Courtney. That work had been delayed on the recommendation of the city engineer, who said the hot weather was detrimental to the cement. Did the mover of this resolution contemplate interfering with that work?

The mayor said it would be necessary to rescind the previous motion if that was contemplated. He presumed this meant to apply to the other portions decided upon after Government street.

A long debate ensued, in the course of which Ald. Stewart and the mayor deprecated very strongly the idea of the council deciding upon certain work and then departing from the programme because applications for other work were received from other parts of the city.

Ald. Macgregor strongly urged the advisability of laying permanent sidewalks where sidewalks are needed rather than pulling up fairly good plank walks to make room for permanent walks.

The Aldermen referred to particular portions of sidewalk that are in bad condition and Ald. Brydon urged that uniformity in doing this work is desirable. Fort street is a perfect picture, and so would other streets be if the work was done properly, and not in patches.

Ultimately the motion was rejected on the casting vote of the mayor, Ald. Brydon, Stewart, Hayward and Cameron voting in the negative, and Ald. Kinsman, Williams, Macgregor, Humphrey and Beckwith in the affirmative.

Ald. Macgregor then asked if it was to be understood that the permanent sidewalks will now be laid in order of priority, as passed by the council, and was answered in the affirmative.

The Murder Mystery.

Ald. Williams then moved that a reward of $300 be offered by the corporation of the city of Victoria for the arrest of the murderer or murderers of Mrs. Bings.

There being some doubt as to when the notice was posted on the bulletin board, the mayor asked Ald. Williams the question, and was informed that it was posted on Saturday afternoon between 5 and 6 o'clock.

The mayor then said a motion of this kind is out of order. It was a recommendation to the council to expend money and can only be received in the form of a recommendation from the finance committee.

Ald. Williams was anxious to have it put through, and as the members of the finance committee were all there hoped the mayor would allow them to report upon it. Quick action was necessary if anything was to be done. Change the motion anyway that was necessary, but don't kill it.

The mayor said it was a matter for the Provincial government to deal with and not for the council.

Ald. Williams said that while the Provincial government was thinking about it the murderer was escaping.

Ald. Beckwith said the matter had been considered by two members of the finance committee and he regretted Ald. Williams was not there at the time. Ald. Beckwith had an amendment to suggest which he thought would meet the case. This murder took place at a spot over which the city had not much control.

Ald. Humphrey suggested that the motion be altered into the form of a recommendation to the Provincial government, but the mayor said he could hardly accept an amendment to a motion when the motion itself was out of order.

Ald. Humphrey thought it possible the Provincial government has not heard of the murder yet and suggested it would be a good thing to acquaint them of the fact.

The motion dropped.

Electric Wiring Inspection.

The next business was the further consideration in committee of the by-law providing for the inspection of electric wiring, defining the duties of the inspector and fixing the scale of fees to be charged. This had been considered in committee on Wednesday last, but it seemed that the schedule of fees was regarded by some of the aldermen as too high. Ald. Macgregor therefore moved to reconsider the clause, which was agreed to.

Considerable discussion ensued, from which it transpired that the Vancouver by-law sets a much lower rate. Some of the aldermen objected to adhering to Vancouver's example, but ultimately Ald. Macgregor had his way and the proposed rates were reduced about one-half, the inspection fees being set as follows:

One light and less than ten, $1; 10 lights and less than 20, $2; 20 lights and less than 30, $3; 30 lights and less than 40, $4; 40 lights and less than 50, $5; and for each outlet over 50, ten cents.

These reduced rates were opposed by Ald. Brydon, Beckwith and Stewart and by the mayor. Their argument was that no one could be found to undertake the work for the money. Ald. Macgregor asked what the aldermen were there for? Were they there to legislate in the interest of the people or to make a job for some one?

Every item was fought, and his worship repeatedly said the schedule was too low, but it was adopted and the committee rose, reported the by-law complete with amendments, the report as adopted, the by-law read a third time and passed.

Saved by the Efflux of Time.

Then came the motion for the second reading of the by-law to grant to the Victoria and Port Angeles Terminal Company an annual subsidy of $17,500 for twenty years for the establishment and maintenance of a steamboat and car ferry service between the city and Port Angeles.

Ald. Macgregor moved the second reading formally and Ald. Williams equally as formally seconded it.

The mayor then said that if any alderman wished to discuss the principle of the by-law that was the time. If they did not wish it he would remind them that they could not do so in committee. Are you ready for the question?

The vote would have been taken had not Ald. Cameron said he was not ready. He would like to hear from the promoters.

Then, and then only, did Ald. Macgregor conclude it would be advisable that something should be said on behalf of the important measure he had introduced and he addressed the council. He did not, he said, think it was necessary to say much about it. The by-law had been so long on the way that it would be almost worn out in the aldermen's pockets. It had been prepared in accordance with a proposition received from the promoters of the Port Angeles Eastern railway regarding a connection with Victoria. They set forth in that proposition what they are willing to give and the by-law has been framed in accordance with it. Regarding the by-law he would like to say that he regarded this as a step in the right direction for the city of Victoria. We are isolated on an island from the rest of the world and for years we have recognized the necessity of better connection which will enable us to have freight landed here in unbroken bulk. This proposition deals with transportation of passengers and freight on those lines. He would like to say he was not an opponent of any other connection this city may get which is as clear cut and up-to-date as this is. He didn't think this city can afford to get along in its present state, isolated from the outside world and the council should be a unit on this connection with American territory as well as with our own. He trusted the council would be a unit in its desire for the welfare of Victoria. If connection with the outside world would be a benefit at all this would be, and they could not afford to treat it lightly, but it should be put through and the people be given the opportunity they had asked for to vote upon it. Their duty was to put it before the people at as early a date as possible and he trusted the council would be a unit on this for once.

Ald. Humphrey did not agree with Ald. Macgregor except when he said they should be a unit in a desire for the welfare of Victoria. But he didn't think the by-law was in that line. It was altogether too early in this railway scheme to bring this before the people. They didn't know when the road will come in and they didn't know what was being done towards it. They had no promise either of any reduction in rates. They simply say we shall have terminal rates and we have those now. He would like to see the railway through and to see the cars run through to Victoria, but to see it at the price asked he was opposed to it. They should have the railroad through first and then they could see what they want. Even then he did not know he would be in favor of a car ferry; if the road were extended to the north end of the island, it would be a different thing, but he could not see the advantage of it now. He could not see why the city should be loaded down with this burden and not be able to do anything else. This by-law should be postponed, and he moved in that direction: "That this by-law be read a second time when the railroad to Port Angeles is constructed." Some aldermen thought the by-law should go before the people, but he did not agree with that, and he should vote against it. If it were read a second time in spite of him, then he should try in committee to have it so altered that it would not hurt the city.

Ald. Cameron was very much disappointed with the speech of the promoter. On such a scheme, and in consideration of the amount it was to cost, more advantages should be shown to the city of Victoria than have been shown. This subsidy of $17,500 a year meant $1,400 a month and nearly $50 a day. They haven't shown that it will bring more passengers to the city; they haven't shown that it will bring passengers quicker; they haven't shown it will bring freight quicker; or, passengers and freight more cheaply, nor have they shown it will bring them in any better shape. We have already daily communication with the American side and with two transcontinental roads, and on the Canadian side we have communication daily with the C.P.R. which carries 80 per cent. of the business of the city, and the other two roads are willing to come here daily for the remainder of the business. This scheme does not show us where we are going to get any more freight, it does not show us anything that we are going to get in exchange for the $17,500 for twenty years. The idea of paying that sum for twenty years for the construction and maintenance of a ferry to carry ten loaded cars when it does not show where they are going to get freight enough to fill one car is absurd. The Port Angeles promoters have no guarantee from any transcontinental company that they will take freight from them or bring freight to them, and it will be time enough to make a bargain of this kind undertaking to pay a large sum of money when they show us their ability to do something they don't show now. We already have connection by steamer by which we can get as cheap transportation, maybe a little cheaper. This proposed road will be but a small link in a stretch of 3,000 or 4,000 miles, and for that reason it practically cuts no figure in the matter of rates. Nor does it show where we are going to get any new trade. There is the foreign tariff barrier over there which shuts us out of the market, and we can't expect to get any trade. The object of course was claimed to be to benefit Victoria. Indirectly though, for it centres on the improvement of land values in the city. If it can be shown that it will do this to the amount asked it will be a different matter. But it contemplates an increase of nearly ten per cent., one and a half mills of the taxation of the city. If we have that amount of money to spend we can use it in a better way than this. No newspaper in the city had come out and advocated this scheme. No public man had expressed himself in favor of it under his signature. The Committee of Fifty have turned it down, and he hadn't met a man who said it would be a good thing, although lots have said it is no good. He was in favor of postponing the matter. The railway company are trying to use this bonus as a lever to enable them to finance the railway. It will be just as well for us to wait until they have their road built and then if they want our trade and come with a reasonable proposal we may have something to say.

Ald. Williams would liken the arguments of Ald. Cameron to a stage coach argument, for that is what they amounted to. They were full of inaccuracies, for if this bonus would increase our taxation ten per cent. he, the speaker, was very much surprised. That is not correct.

The mayor explained that the present rate of taxation is 15 mills. This would be about one and a half mills, one tenth of the present rate, therefore ten per cent.

Ald. Williams continued by saying that if Ald. Cameron had been taking the interest in this matter that he should have taken—when the mayor called him to order and warned him against the use of personalities. Ald. Williams then said he would refer to him as "the last speaker." The "last speaker" had not studied this question as a Victorian or from any other standpoint except to keep Victoria in the same position as she has been in for years past. We have now the opportunity of getting a car ferry, and to intimate that we should remain in the same state as we have been in for the past few years is very unbecoming of "the last speaker." He had also referred to the matter of communications to the newspapers, saying that none had been in favor of the proposed subsidy to the Port Angeles Eastern. As a matter of fact that statement is wanting in truth.

Ald. Cameron was compelled to call the speaker to order.

The mayor reminded Ald. Williams he must not say Ald. Cameron was untruthful.

Ald. Williams said that was what he was. He would call it incorrect then. Only two communication in the paper had been against the subsidy and many had been in favor of it.

Ald. Cameron said that was not what he had said. He said few people had expressed themselves in favor of it. He had said no newspaper had come out in favor of it. He had also said no public man had come out under his signature in the press and endorsed it, although several had expressed themselves against it. It would be better for Ald. Williams to confine himself to answering what the speaker had said. The speaker had as good a memory as Ald. Williams.

Continuing, Ald. Williams referred to what the last speaker had said about the promoters of the Port Angeles Eastern using this bonus as a lever to enable them to float the bonds of the railway. That feature cuts very little figure, for, as a matter of fact, if this aid to the company will so aid the promoters of the railway, so much the more reason we should give them that. Suppose we vote down the proposal to give them a yearly subsidy and they should happen to fail in floating their bonds, the speaker didn't see where Victoria would gain any advantage, but if by passing the by-law they succeeded, it is certainly to our interest to grant it, and if we neglect to do it and our defeat of the by-law assists in defeating their object, we shall defeat ourselves. That argument was a very poor one, a very poor one, indeed. The opportunity now given to the people of the city of Victoria to gain railway connection is not to be lost sight of, and as the act requires that 10 per cent. of the ratepayers shall ask for the by-law, and 15 per cent. have asked, he certainly thought the by-law should be passed through the council and placed before the people. They desire it, and what reason can we give for blocking it? The majority of the people are in favor of it, and if we vote it down the council will be simply representing the wishes of a minority of the people of Victoria.

Ald. Brydon thought Ald. Williams was more impressed with the importance of the interests of the company than with the interests of the people of Victoria. On a scheme of this size the speaker did not feel like voting in favor of the amendment to read it again when the railway was completed. We should at least look into the by-law and take it up carefully, and if the promoters of the scheme can give us any more light and information on the subject after all the trouble we have been to, the speaker thought it would not be just the right thing to simply pass this motion kiboshing the second reading. He was quite prepared to state that if it passed the second reading there are a good many things he would like to see altered. As his worship had explained that then was the time to discuss the principle of the by-law, and that if anyone had anything to say they should say it then, he had expressed his opinion, but at the same time he would like to see the by-law pass its second reading, and then discuss the real merits of the scheme as it comes before them in committee. There were some things he did not think the city should be called upon to pay, and Ald. Brydon proceeded to read from the by-law a clause providing that if the ferry landed at a point distant from the business portion of the city, the city should bear the cost of transportation from that point to the business portion of the city; he didn't think anyone could reasonably ask the city to provide transportation for the ferry if it landed at Beecher Bay. Had they, indeed, the right to aid any railway outside of the city limits?

The mayor did not think it was contemplated bringing the ferry to Beecher Bay. All that was covered by that section was the possibility of the landing being beyond the business part of the city, but in the city limits.

Ald. Kinsman thought the matter ought to be laid before the people. He was not going to say whether this was a good or bad thing. He honestly didn't think it was going to do much good, but he was in favor of letting the people say whether they wanted it or not. They should have that privilege. He was not going to say he would vote for the by-law at the polls, although he felt like voting for the second reading. He thought the question was practically settled that it should go through.

Ald. Hayward wished to express his dissent from the opinion that because 10 or 15 per cent. of the ratepayers of the city ask for a certain thing, the aldermen should abandon their own judgment and give it to them. Ald. Kinsman had practically expressed the opinion that although the thing was bad, and he would not support it at the polls, he must support it here against his better judgment because 10 or 15 per cent. of the people have asked for it. The speaker did not feel willing to abandon his judgment because a minority of the people asked for a certain thing. If a majority of the people asked for a thing he could not agree with he would feel inclined to resign. He felt satisfied the aldermen would do wrong to sacrifice their judgment. In regard to the by-law, he felt very much disappointed with the speeches of the mover and seconder. We are now asked to admit that it is desirable to vote $17,500 for 20 years. In asking that it was clearly the duty of the promoters to point out the advantages to be gained.

Ald. Williams—That has been done time and time again.

Ald. Hayward retorted he had never seen it. It was admitted that we shall gain nothing in time nor in reduced cost of freight.

Ald. Macgregor here stated he had said nothing about time or freight charges. He would attend to that later.

Ald. Hayward hoped he would. At least they could get no advantage in freight. It was not likely that this short road was going to get any concessions from the transcontinental roads which have their termini at Seattle and Tacoma. Freight rates will remain the same. About the saving of time, if any, he didn't know. He wanted to hear what the promoters have to say. What are we asked to pay $17,500 for? It seemed to him more for sentiment than anything. Until he was convinced, or could see by some tangible argument that there is considerable advantage, he was going to vote against the second reading.

Ald. Stewart, like Ald. Hayward, was very much disappointed in the speeches of the mover and seconder of the second reading. He had expected to hear something about the great advantages we were to receive, and he had not heard anything. During the last few weeks he had done a good deal of thinking about the matter, and tried to inform himself. He had talked it with business people, and with all classes, and he really found very few who favored the scheme. When it was brought in in the first place it was said it was going to be a portion of the Northern Pacific system, whereas it was simply a connection, that was to say they were to be granted the privilege of carrying some freight to Victoria, and were to be paid $17,500 a year for doing it. It was altogether too much for what we get. We already have through rates, and there would be practically no benefit gained by this road. It would be to aid them build a road in a foreign country. We can ship just as cheaply now without this expenditure of 17,500. Take the example of New Westminster. That had direct connection with the C. P. R., was one of the oldest cities in the province, and was the first, and now what is it? If one went from here to Olympia by this road they would have to come north again to Tacoma or Seattle before they were on the way east, and they do that quicker now. Is there anyone who will travel a few hundred miles further to come by Port Angeles, when they can come by Seattle or Tacoma by steamer? Until the proposal was modified, and he could see some material advantage to be gained, he was going to vote against it. The promoters have not shown where the city is going to be benefited to the amount of $17,500 a year.

Ald. Beckwith could not agree with all Ald. Stewart had said. He did not think the comparison with New Westminster was fair. That city was practically a suburb of Vancouver, and is not in any sense an independent shipping port such as Victoria. The advantages to be gained by transcontinental connection would be very great, but he was sorry the promoters of this scheme had not gone into the matter more fully and shown to the people generally some advantages which would accrue from this particular connection. He believed there were some sources of trade which are sure to be opened up in the near future in the wheat raising districts of Oregon and Washington, which would increase the shipping from the port of Victoria, and would materially benefit this city. He believed there were many strong arguments which could be raised in that way. As to the scheme itself there were many serious objections to it, but for his part he felt they had been battling for a transcontinental connection for a long time, and this has gone so far it would possibly be rather abrupt to scotch the measure at that stage.

The mayor said he had a few words to say before the question was put. First of all he would like to correct a false impression some of the aldermen seemed to have in regard to the obligation of the council to pass a by-law because it was asked for by 10 or 15 per cent. of the property owners. He then referred to clause 69 of the municipal clauses act, which provided for the matter and explained that the provision relative to the council being allowed to introduce such a by-law on the receipt of the petition, was due to the fact that at that time the council had introduced a large number of by-laws looking to the borrowing of the money which had been defeated when they were submitted to the people, and the object of the clause was to prevent the council passing such by-laws until they received a request signed by 10 per cent. of the ratepayers. But it was never contemplated that the aldermen must submit the by-law because ten per cent. of the ratepayers asked for it. They were not compelled either to pass the by-law. The clause said "introduce." Surely they were not required to abandon their individual judgment whether they thought a by-law was to the interests of the city or not. To disregard the wishes of the other nine-tenths of the ratepayers who had not signed the petition. The mayor and aldermen were elected by the whole people, and to recognize the voice of the one-tenth would be subversive of the majority rule with a vengeance. He intended to vote for the amendment. It is possible, as the old saying has it, to pay too much for your whistle. This was a case in which the city would run a chance of doing so. When the promoters were over here at a joint meeting they were asked whether the road would be built to Port Angeles whether they got this bonus or not, and they answered very emphatically it would. Therefore it might be presumed they were in a position to build it to Port Angeles. They also stated that the cost of acquiring terminal facilities at Port Angles and Victoria and the two boats would cost $375,000. Now, if they have got the road built to Port Angeles they want to come to Victoria for our trade, and suppose we want to connect with them, it would be only an equitable arrangement that the cost should be divided equally between the parties who wish to possess the benefits to be gained. But they say, you provide the terminal facilities at Port Angeles and Victoria and the boats and we will take your trade.

He had told them that as an individual citizen he would never consent to pay the $350,000 they asked for. It is extravagant, and out of reason, and if any such proposal emanated from us they would take the same view and laugh at it. He was entirely of the opinion that the matter is premature. The amount asked for is a great deal too much, and there will be plenty of time to take the matter into consideration when the road is built to Port Angeles, and we are assured they have running rights over the transcontinental roads.

The mayor then referred to the submission of the proposal to the committee of fifty, when $350,000 was asked, and the sub-committee on railways, of which Mr. Noah Shakespeare was the chairman, had recommended the offer to the promoters of $175,000, just half. In spite of that recommendation from that committee we have now the proposal to give the Port Angeles people $17,500 a year for twenty years.

The mayor and aldermen were there to look after the interests of the city of Victoria, and not to adopt the view of a small minority unless they believed the view of the minority was right. What about the 85 per cent. who have not asked for this? He had not met a single individual in the city who is in favor of the by-law. He had thought very seriously about it himself, and while he was prepared to admit the connection would be desirable if it could be got at a reasonable figure, he was not prepared to assist in anyway to place a by-law before the people which would be advocating a scheme productive of such very small results.

Ald. Kinsman obtained permission to speak a second time. He knew very well he was under no compulsion to vote for the by-law, but he thought if 10 or 15 per cent. asked for it he had no right to tell them they were wrong. It would not cost anything to submit it, although he did not believe it would ever carry.

Ald. Williams then raised the point that the city solicitor had expressed it as his opinion that if a petition be received signed by 10 per cent. of the ratepayers, the council must pass the by-law. The mayor questioned the accuracy of that, and asked the solicitor if he had ever said so. Mr. Bradburn said he could not have expressed that opinion, as his opinion was the contrary.

Ald. Macgregor then rose to reply to the criticisms. He said it had been stated there was nothing in the by-law which would secure better rates. He thought that was an inference no man had a right to draw. There was nothing definite in that respect. Competition would regulate rates. They had seen that in the telegraph rates.

As to gain of time in passenger traffic. He referred the aldermen to their maps and they would see that a man could go to Port Angeles in one hour by water and it took six to Seattle. Land travel is the quicker, therefore there would be a saving in time.

It was unfair for an alderman to be biased in favor of any scheme and condemn this because no reduction in freight rates was embodied. No scheme that came up would embody such a reduction.

It appeared that the signers of the petition were rather lightly spoken of. It is a mistake. There are large property owners on the petition. It was unfair to say only one-fifth had signed it. Hundreds would have signed it if they had been asked.

Would the by-law be introduced only and not passed just for fun? This was the first time the cost of a by-law had been defrayed by the promoters and he presumed that example would be followed in all other cases.

As to the papers not endorsing it. They had been wise in not doing so. They hadn't seen the by-law and don't know what it is. When they do know then there will be time enough.

As to the ferry going to Beecher Bay the by-law provides for it coming to the city limits.

As to what the Committee of Fifty had done, they hadn't accomplished much anyway, and what they had turned down didn't cut any figure. The sub-committee had no authority to cut the proposed subsidy down to half. It was a feeler to see if they could buy for 90 cents something that was worth a dollar and a half.

As to the cost of the boats. The C. P.N. Co. has had lots of experience, and they say these 20-knot boats cannot be built for less money. The sum asked was only five per cent. on the amount to be invested. As to waiting until the road was built, we have waited too long already. Let us get a better and faster connection with the outside world as soon as possible from both sources. This city has lost thousands of dollars from the want of better communication this summer alone. It would be a grievous mistake if the by-law were defeated.

The clock struck eleven at this moment and some of the aldermen suggested that it would be necessary to move for an extension of time or else adjourn. Ald. Williams whispered to Ald. Macgregor and the latter said he guessed they had better adjourn. He moved accordingly and the motion carried, so that defeat of the second reading was saved by the efflux of time.

"'Tis worth a bag of gold." This applies with special force to Hood's Sarsaparilla, America's Greatest Medicine.

Yellow Jack caused 18 deaths at Havana during September.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills. One a dose. Small price. Small dose. Small pill.

THE

FREE ART CLASSES

OF

The Canadian Royal Art Union, Limited

Will Re-open in the

MECHANICS' INSTITUTE BUILDING

Wednesday, Oct. 4th, 1899.

The Canadian Royal Art Union, Ltd., of Montreal, Canada, offers free courses in ART to those desiring same.

The course includes Drawing and Painting from still life, models and for Magazine work.

These courses are absolutely free, and application for admission may be made at any time at 238 and 240 St. James street, Montreal.

ATLIN MINES.

Reliable information can be had by applying to

RANT & JONES,

Notaries, Mining Brokers and General Agents. ATLIN, B.C.

ANDREW SHERET,

102 FORT ST.

Plumber

Cor. Blanchard Telephone 829.

Gas, Steam and Hot Water Fitter

CENTRAL HOTEL

(Formerly Brunswick Hotel)

Cor. Douglas and Yates Sts., Victoria. JOHN MICHAEL, Prop.

Lighted by electricity. First-class service. Centrally located. European and American plan. Cars pass the door to all parts of the city. Newly furnished and refitted throughout. Free baths.

This popular hotel contains 101 rooms, complete with every comfort and all modern conveniences. Board, $4 per week. Rooms, $1 per week and upwards. Will open October 1st.

J. Piercy & Co.

Wholesale Dry Goods

Manufacturers of Every Description of Clothing by WHITE LABOR.

25, 27, 28, 29 Yates Street. VICTORIA, B.C.

The New Vancouver Coal Mining & Land Co.
LIMITED.
Supply from their Nanaimo, Southfield and Protection Island Collieries
Steam . Gas . . . House . Coal
of the following grades:
Double Screened Lump,
Run of the Mine,
Washed Nuts and Screenings
SAMUEL M. ROBINS . . SUPERINTENDENT

The Daily Times.

Published every day (except Sunday) by the
Times Printing & Publishing Co.
W. TEMPLEMAN, Manager.
Offices.....26 Broad street
Telephone .....No. 45

SUBSCRIPTION PRICE:
Daily, one month, by carrier.....75
Daily, one week, by carrier.....20
Twice-a-week Times, per annum.....1.50

Copy for changes of advertisements must be handed in at the office not later than 11 o'clock a.m.; if received later than that hour, will be changed the following day.

All communications intended for publication should be addressed "Editor the Times," Victoria, B. C.

The DAILY TIMES is On Sale at the Following Places in Victoria:
CASHMORE'S BOOK EXCHANGE, 105 Douglas street.
EMERY'S CIGAR STAND, 23 Government street.
KNIGHT'S STATIONERY STORE, 75 Yates street.
H. GEO. MASON, Dawson Hotel Entrance, Yates street.
VICTORIA BOOK AND STATIONERY COMPANY, 61 Government street.
T. N. HIBBEN & COMPANY, 69 Government street.
P. CAMPBELL, Tobacconist, 92 Government street.
GEORGE MARSDEN, News Agent, corner Yates and Government.
H. W. WALKER, (Switch Grocery), Esquimalt road.
W. WILBY, 91 Douglas street.
MRS. CROOK, Victoria West post office.
GEO. J. COOK, Victoria West.
T. REDDING, Craigflower road, Victoria West.

VOTERS, ATTENTION!

Forms of application for registration on the new voters' list for Victoria city may be obtained at

The office of the Collector of Votes in the Court House.

The Victoria Daily Times office,

The Colonist office,

Messrs. Munn, Holland & Co.'s, Broad street.

Messrs. Lee & Fraser, Trounce avenue.

Fell & Gregory, Barristers, Board of Trade Building.

Messrs. Nicholles & Renouf, Ltd., corner of Broad and Yates streets.

Messrs. Langley & Martin's, Government street.

Messrs. Drake, Jackson & Helmcken's, Bastion street.

Messrs. McPhillips, Wootton & Barnard's, over the Bank of Montreal.

Messrs. Hall & Goepel's, Government street.

Mr. H. B. Robertson, Bastion Square.

Henry Callow, Belton avenue, Victoria West.

For the convenience of those who are unable to register during the day the Times office will be open between the hours of 7 and 9 every evening.

All persons entitled to vote at provincial elections should register their names at once. It will not take more than a minute to do it, and will not cost anything.

THE VISITING MINISTERS.

As will be observed by advertisement in another portion of the Times, the citizens are to have an opportunity to hear the Hon. David Mills, Q.C., Minister of Justice and Attorney-General of Canada, and the Hon. Sidney Fisher, Minister of Agriculture, in the A.O.U.W. Hall on Thursday evening, the 5th inst., on political questions of the day. This is a rare treat, of which we feel certain the citizens of Victoria, irrespective of party, will not be slow to take advantage. It is not often that the city is visited by gentlemen so distinguished in national affairs, whose powers as speakers are of so high an order, or who are so well able to give to the people of the West an authoritative statement of the position of the Dominion at home and abroad. No doubt the hall of meeting will be crowded to its fullest extent on the occasion, and an enthusiastic reception will be accorded to the ministers. It should be noted that the meeting is not exclusively for Liberals; Conservatives who wish to hear a clear statement of the government's aims, and the work so far accomplished will doubtless make good use of so excellent an opportunity.

WEALTH OF THE TRANSVAAL.

Most people know that the Transvaal is one of the richest mining countries in the world, but few have any conception of the vastness of that wealth. The following figures will enable the reader to something like a fair understanding of the matter: they are the dividends paid on the capital invested in the numerous mines scattered throughout the South African Republic for the year 1898:

City and Suburban, 15; May Consolidated 15; Windsor, 20; Rietfontein, 22½; Drieffontein, 25; Glencairn, 25; Knights, 30; Rose Deep, 40; Griesberg, 40; Roodepoort United, 40; Langlaagte Estate, 45; Angelo, 50; Crown Deep, 50; Primrose, 55; Village Main Reef, 60; Meyer and Charlton, 60; Worcester, 60; Geldenhuis Deep, 75; Durban Roodepoort, 80; Jumpers, 80; Bonanza, 100; Jubilee, 100; Herior, 100; Henry Nourse, 125; Geldenhuis Estate, 147½; Wemmer, 150; Crown Reef, 240; Ferreira, 500; Johannesburg Pioneer, 675.

The total amount paid in dividends by the gold producing mines was, in 1896, $7,450,000; in 1897, $13,500,000, and in 1898, $24,450,000. The authority for these figures is the London Stock Exchange year book. The prize for Great Britain, if successful in the threatened war, will, therefore, be immense, and the Boers will fight hard to save it.

THE COMING STRUGGLE.

It almost seems hopeless now to look forward to a peaceful solution of the Transvaal embroglio and the struggle may commence any day. When matters drift on as they have been doing in South Africa, with the hostile armies gradually drawing nearer each other, a very little thing might precipitate a skirmish which would be the preliminary round of a bloody struggle. The course that has been pursued all along by Great Britain in this trying ordeal has evidently been to do nothing hastily, but to endeavor to convince those responsible for the conduct of South African affairs that she was bound to have her way in the end, and the pouring of troops into the country must surely have been taken as an intimation, if the Boers were not very much puffed up with the idea of their great prowess, that there would be no backing down from the position taken. The preparations at the War Office have been so deliberate that it is surely reasonable to conclude that the campaign has been thoroughly planned and that when the blow falls it will prove as effective as was the stroke of Kitchener in the Soudan. There is stern work ahead, and the more quickly and more effectively it is executed the more merciful and more humane it will be. Surely President Kruger, if he is acting on his own volition rather than being impelled forward by forces over which he has no control, must be aware of the hopelessness of the struggle on which he is entering. Is he so ignorant of the mighty force of the empire which he is defying as to expect a repetition of the affair of Majuba Hill? If he is there is a terrible awakening in store for him. There will be no blunders made this time in under-estimating the strength of the enemy and scorning the adoption of any tactics that are likely to prove effective under the impression that they are unworthy of trained fighters. At Majuba Hill and Laing's Nek the British forces met with reverses because their officers fought in the open, while the Boers, hiding behind rocks, with deadly aim, picked off the British forces at their leisure. Twenty years of various kinds of fighting in Egypt and in northern India against the Hill tribes has taught the officers of the British army how to deal with irregular soldiers such as are likely to be encountered in South Africa, and tactics in keeping with the circumstances will no doubt be adopted. No man acquainted with the history of the Boers imagines for a moment that the work before the British troops will be easy to perform. The stuff of which the South African Dutchmen is made has been tested, and although the affairs of 1880 and 1881 were comparatively small, they were sufficient to demonstrate the cool courage and deadly marksmanship of the farmers of the Cape. Here is what an English writer says of the first encounter between the Boers and the British troops:

"This was the first instance in which the English had experience of the silent celerity, the deadly fire and the marvellous instinct for finding cover of the Boers they had hitherto despised as mere braggarts."

This was written of the first engagement in the Boer outbreak of 1880. Colonel Anstruther was on his way to Pretoria with 250 men. At a certain point he was approached by a Boer, who gave him a letter informing him that he would not be allowed to proceed further until the Boers had a proper understanding with the British as to certain representations that had been made. The answer of the colonel, as was to be expected, was that he had orders to proceed to Pretoria, and he purposed doing so at any cost. On the return of their messenger the Boers immediately opened fire on the small British column with deadly effect, the colonel himself being struck down, and in a few moments half his command were beside him, dead or wounded. It was useless to resist, and the remainder of the troops surrendered and were made prisoners. Eighty-six were buried on the field and 20 afterwards died from their wounds. It was more like a massacre than a battle. At this time General Colley was in command of the British force in Natal, and he thought it was his duty to proceed to the relief of the prisoners. He was recognized as a careful and able soldier, but subsequent events proved that he was not conversant with the Boer methods of warfare. He marched with a thousand men to Laing's Nek on January 25th, 1881, and was met by a greatly superior force of Boers, who repulsed him with a loss of 80 killed and 100 wounded. A month later, after due enquiries, he stole out of his camp with 627 men and took up a position on Majuba Hill that commanded the Boer position, and which he deemed impregnable. It took eight hours to reach the top, and when the men got there they were so tired, and the natural strength of the position seemed so great, that it was not thought necessary to dig pits or provide shelter of any kind for the troops. The Boers did not discover the movement until 5 o'clock in the morning of January 26th. They immediately attacked the position, and up till 11 o'clock the British seemed to have the best of the fighting, but eventually a great body of the Boers seemed to gain the crest of the hill, as if by magic, and drove the defenders out of the position. Eighty-two were killed, 134 wounded, and among those who fell was General Colley, who proved himself a gallant commander and brave fighter. The war was closed by Mr. Gladstone practically allowing the Boers all that they contended for, which was a mistake, as subsequent events testify, for the country is about to pay dearly for the peace at any price, policy which seems to have been about the only weakness of that great statesman. That was the end of the first Boer difficulty.

The negotiations for a settlement of the present entanglement commenced after the presentation to the British government of a petition signed by 21,684 Uitlanders, praying for a redress of their grievances and a restoration of the political rights guaranteed to them under the conventions of 1881 and 1884. This address was presented on March 28th last, and on May 5th was fully endorsed by the governor of Cape Colony, Sir Alfred Milner. Five days later, at the instance of both the Colonial Secretary and Sir Alfred Milner, a friendly conference with the Transvaal government was requested, and this conference met at Bloemfontein on May 31. Readers of the Times will remember the sensation which was created just at this time by the arrest of some so-called British officers who were alleged to be engaged in a conspiracy against the Transvaal government. This affair was such a transparent fake that it did not require much penetration to see through the fraud or the object for which it was conceived. At the Bloemfontein conference Sir Alfred Milner proposed a five years' retrospective franchise, a naturalization oath similar to that of the Orange Free State, full right to vote immediately upon naturalization, and a fair representation of the new voters in the legislature. President Kruger contended that this would be practically handing the country over to foreigners, and he made a counter proposal of a seven years' franchise, not fully retrospective, under which every man would have to abandon his British citizenship and be a "man without a country" for many years before assuming his new rights, and even then his admission to citizenship in the Transvaal would not be complete, and would not be granted on compliance with certain conditions, but on sufferance and depending entirely on the will of certain Boer officials. Oom Paul would not modify these conditions in the slightest degree, and the conference broke up without result. On his return to Pretoria President Kruger caused the enactment of a franchise law founded on the proposal he had made at Bloemfontein, but was informed, of course, by the British government that it was not satisfactory. On July 12th the Transvaal amended the law again, but it was not yet satisfactory, as it was impossible of interpretation, and Oom Paul was asked for a conference to find out what the law meant, and to satisfy the British government that what appeared to be granted with one hand was not withheld by the other. The Transvaal government waited three weeks before it made reply to this proposal, in which time ammunition was imported and military preparations were hurried forward. On August 19th a reply was sent declining the British request for an interpreting conference and making a substitute offer of a five years' retrospective franchise and increased representation in the raad provided the British would pledge themselves never again to interfere in Transvaal affairs, no longer to insist upon suzerainty and to concede arbitration, from which foreign elements other than the Orange Free State should be excluded. On August 28th the British government replied that, while it hoped to further intervention would be necessary, it could not pledge itself not to protect its subjects in the Transvaal if they should need protection; that it must stand by its previous assertions of suzerainty; that it was willing to consider the scheme of arbitration proposed, but that there were some matters not proper for arbitration which required prompt settlement, to which end it renewed its proposal for a conference. On September 2nd the Transvaal replied offering conditionally to enter on a conference, but withdrawing at the same time the whole franchise offer and insisting upon absolute abrogation of the British suzerainty and the direction of the Transvaal into "a sovereign international state." The patience of the British government was not yet exhausted, and it replied to this on September 13th, practically renewing the Transvaal's own proposal of August 19th of a five years' franchise and increased representation, with non-foreign arbitration, but leaving the suzerainty question in statu quo, and suggesting that the new representatives of the Uitlanders in the Transvaal legislature should be permitted to speak English. To this the Transvaal made its famous reply, accusing the British government of acting in bad faith, and declaring that it withdrew all former offers, but guardedly agreeing to a conference or joint commission of inquiry, which would consider the whole case from the beginning. The reply of Mr. Chamberlain to these proposals was the celebrated demands on the Boer government published in the Times on Friday last, which seem to indicate that there is little hope of a peaceful settlement.

This gives the readers of the Times in a succinct form the history of the negotiations from the beginning, and they can draw their own conclusions, knowing, of course, the position of the Uitlands in the Transvaal, as to the justice of the British demands and as to whether they are justified in their determination to secure the same rights for British subjects in South Africa as are accorded them in all other parts of the world.

As a sample of the utter nonsense some of the correspondents of American newspapers send from Great Britain to their papers the statement made in the report of the international yacht race which we publish to-day would be hard to beat. It is there asserted that "some of the (British) afternoon newspapers are adopting American newspaper methods, and are bulletining the positions of the yachts. This is an absolute innovation in British journalism." The fact is that in Manchester, Liverpool, Newcastle, Glasgow, Edinburgh and other cities, it has been done for more than ten years back, and it is absolutely certain that the "innovation" was not copied from American papers.

THE LEAD INDUSTRY.

An important step has been taken by the government with the object of encouraging the smelting of lead and the manufacture of lead in various forms in Canada. The American tariff admits lead ore at a duty of one and one half cents per pound, while the duty on pig lead and lead bullion is two and one-eighth cents. In addition to this discrimination against our smelted and refined lead, the American government allow these processes to be performed in bond. The duty on our pig lead and bullion shuts us out of the American market. The result is that our ore is taken into the United States, smelted and refined there, and sent back to Canada, or it and its products compete with the manufactures of Canada in foreign markets. The question has three aspects—(1) the smelting of the lead ore, (2) the refining process, (3) the manufacture of white lead, red lead and other products from the refined lead. It is believed that the smelting could be profitably done in Canada but for the American discrimination; and that the third process would stand a better chance if it were not for our own duty, the duty which we place on our own lead when it comes back to us smelted and refined in the United States.

The remedy that has been applied is to remove the duty on ores smelted in Canada and refined in the United States when they return to this country. This action proceeds upon the belief that by allowing the Americans to do the refining, the intermediate process, we are helping our own smelting and also those industries which use refined lead as their basis. We discriminate in favor of the product of Canadian smelters. We allow the manufacturers of red and white lead, etc., to obtain that product free of duty after having been refined in the United States. We use the American refineries as a convenience to ourselves, as a means of helping our smelting and other lead industries. Refining is the one process which it would be most difficult to perform in Canada; it is, therefore, for the present, thought best to allow that work to be done on the other side. It is a simple remedy, based upon the idea that it is better to encourage industry by removing duties than by laying them on.—Toronto Globe.

HOSPITALITY RECIPROCATED.

A Rare Good Time Enjoyed on H. M. S. Phaeton Last Evening.

When the warships Leander and Phaeton were down south the boys of the Leander entertained their comrades of the Phaeton to a banquet and smoking concert. Not to be outdone, and as a mark of their sincere appreciation of the kindness shown them, the boys of the Phaeton last evening returned the compliment, and immediately after supper the tables were laden with everything good that could be desired in the way of food, cigars, etc., and the guests entertained in royal style.

After partaking of a liberal repast an adjournment was made to the quarter deck, where a marquee had been erected. Here an excellent programme was gone through, consisting of banjo solos, songs and recitations, and the fun was kept up until a late hour.

The guests expressed themselves well pleased with their entertainment, and voted their hosts jolly good fellows in speech and song, the evening ending amid hearty exchanges of goodwill.

LIKE DAMP, MUSTY CELLARS.
That is what some people's shoes are like. Standing in them day after day with feet hot, sweaty, blistered, is bad for the health. FOOT ELM makes shoes dry, wholesome and comportable. 25cts. at drug stores, or by mail. STOTT & JURY, Box 9, Bowmanville, Ont.

Fifteen hundred persons perished in the earthquake in Asia Minor. Men, women and children were buried in the ruins of their dwellings before they realized their danger. Numbers of bodies still lie beneath the debris.

Harsh purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them, they will certainly please you.

CASTORIA
For Infants and Children.
The fac-simile signature of Chas. H. Fletcher is on every wrapper.

With Gold and Salmon

Steamer Danube Arrives To Day From the North--Another Earthquake.

The Freight Blockade Being Lifted--Cariboo a Growing Town.

A Budget of Late News From Dawson City and the Klondike.

Steamer Danube returned to port this morning from Lynn canal and other northern points with 44 passengers, about $10,000 in gold and a heavy cargo of salmon, 6,988 cases in all—5,338 from Carlisle cannery, 650 from Claxton and 1,000 from Spencer's, at Alert Bay. Of the passengers the richest was J. A. Caldwell, who had $6,000 in gold in care of the purser. Among the Victorians who returned was G. H. Haynes, who has been to Atlin.

News was brought by the Danube that the north—a week ago Sunday—was again visited by a fit of ague. The seismic disturbances again made themselves felt, but beyond the shattering of glaciers no damage was reported. Big fields of small icebergs and floats of broken up glaciers were encountered by the steamer in Lynn canal. The shock this time was also felt at Mary Island, and even as far south as the Skeena.

News was brought from Bennett that heavy rains have swelled the river and lakes, and it is likely that navigation will be open until the end of October. The freight blockade is being lifted, although there are still big piles at Bennett and Skagway. That which had accumulated at White Horse has all gone down the river. According to the late arrivals the steamers Sybil and Canadian arrived just prior to the time they left White Horse, and taking two big cargoes, cleared up what was there, thus lifting the blockade.

According to some of the late arrivals the coming town in the north is Cariboo. It will soon out grow Bennett, for the railway is to have its terminus there. M. J. Heney, the railroad contractor, has built a wharf there, and has sent 300 teams of large horses to haul freight over the roadbed of the railroad during the winter. The Canadian Development Co. is building a large warehouse and will have thirty horses there for carrying the mail. A man is now in Seattle purchasing a newspaper plant for Cariboo. Fifty applications for building lots have already been received by the railroad company. The railroad will be at Cariboo next spring, and this will be the junction to Atlin whether the railroad puts in a branch road to Atlin or not. So that Cariboo, backed by the capital of the railroad, is likely to become an important point.

From Cariboo northward all the way to Dawson and beyond, new towns are springing up. White Horse, for instance, is certain to be a good town. Although the railroad, when it reaches there, will cut into the present large profits of the tramway, it will not do away with it altogether, as for some time to come there is certain to be a healthy competition between the railroad and the steamers. White Horse, too, will probably become the centre of a lively mining district. The finest quartz ledges, gold and copper, have been discovered in the neighborhood, and the reason little has been heard of them is because most of them have been taken up by men of means coming out from Dawson or agents of London capital. Some milling machinery is already going in, and there is talk of a smelter, but the smelter will in all probability be erected in the neighborhood of Fort Selkirk, on the 60,000 acre concession for copper mining that has been taken up. As this huge property is now in course of development there is a good future for a town at Fort Selkirk.

There are now towns of tents at the mouth of the Salmon, Hootalinqua and other rivers, but the future of these depends on placer mining, and therefore does not suggest permanency in the same degree as quartz mining.

News was brought by the arrivals from Dawson that Joe, 18 years of age, eldest son of Captain George D'Lion, the Dawson brewer, owner of the ferry boat Marjorie, was drowned from the vessel at Dawson a short time ago. He fell from the steamer while endeavoring to secure a paddle that floated by. Capt. Pearl Hogan proved himself a hero during the exciting moments before the boy disappeared. He jumped into the river and succeeded in seizing the drowning boy and kept him above water as long as he could.

The engineer jumped ashore and cut out a canoe, but becoming excited his boat capsized. Lem Stein, nightwatchman at the T. & E. stores, was on board, and seeing how things were, jumped ashore, made the Marjorie fast and launched a canoe with a rope attached for the drowning men, which Hogan seized with is disengaged hand. This boat also turned over, and when Hogan appeared again Joe D'Lion had slipped from his grasp and did not rise again. Three hours later the body was found with a grappling iron 300 yards below.

John Scollard, of the Aurora cafe, Dawson, was arrested at the instance of his employees, and the place closed.

The landlord of the place, Thomas Chisholm, to whom Scollard owes $1,100 for rent, placed Harry Edwards in charge as bailiff. Mr. Scollard owes a butcher upwards of $1,000 and a small bill to the A. C. Co.

Jacob H. Johnson, carpenter on the steamer Yukoner, swore out a warrant at Dawson recently for the arrest of the first mate, Olaf Wester, and of that boat, charging him with having stolen $500 from him while asleep in his cabin in just previous to going down the river to the Russian Mission on July 26th. Johnson claims he loaned the mate money to take some friends around and in doing so exhibited his wealth. The mate returned early in the morning with his companions, and when Johnson put on his clothes the money was gone.

Colonel Steele, the retiring commander of the N. W. M. P. at Dawson, is to become the recipient of a handsome testimonial when he leaves. It is the intention to raise a fund of easily $5,000 to present the colonel as an appreciation of the man and his services.

The Atlin Globe of September 21st says: On Monday morning Mr. Archie Cameron left Atlin for Taku with a force of 16 men to construct a government road from there to Log Cabin, a distance of 45 miles. When this road is completed it will be a great convenience to the public. Government Agent Graham, seeing the necessity for the road, took its construction upon himself and it certainly is a commendable act. Travelling on the water in the early part of the winter and late in the spring is very dangerous, and by the building of this road that will be avoided. It is expected the road will be finished about the first of November.

The passengers by the Danube were: H. K. Ginn, S. M. Moore, D. C. Johnson, K. McCrimmon, G. Thomson, E. I. Herbert, E. F. West, G. F. Wirkburne, C. G. Palmer, F. Galling, C. H. Wharton, C. Beuir, J. C. Nelson, J. Jenette, P. Rubino, A. H. Clarke, J. A. Caldwell, G. Inkster, C. Walker, J. Bowser, W. B. McLellan, M. Phillips, G. H. Haynes, H. Atkinson, R. Genn, A. F. McLellan, E. Freer, J. P. Bucey, F. V. Gugont, M. K. Rodgers, C. Pears, W. B. Harwood, L. Wett, J. B. Hetherington, J. Newberry, G. Eyre, H. Saoagean, P. Stewart, C. Sinak, L. Harrington, W. Witby and J. Homans.

PORT ANGELES FERRY.

Public Meeting to be Held on Friday Evening to Discuss the Proposed By-law.

The promoters of the Port Angeles ferry connection scheme, so far from being discouraged by the expressions of opinion at last night's meeting of the council, are continuing their work vigorously, and at a committee meeting held this morning it was decided to hold a public meeting in A. O. U. W. hall on Friday evening for the purpose of having the details of the proposal thoroughly explained to the ratepayers.

The meeting will be addressed by prominent citizens of Victoria, and full and free discussion will be invited.

A Times reporter had a chat with President Cushing of the Port Angeles Eastern Railway Company this morning, and found that gentleman quite hopeful that a change may take place in the attitude of some of the members of the aldermanic board, which will permit of the ratepayers being given an opportunity to decide at the polls the question of granting a subsidy. Mr. Cushing says that at least one speaker surprised him last night, as he understood one of the aldermen who spoke against the by-law was a supporter of the proposed subsidy.

Mr. Cushing says it is no use crying over a defeat until the defeat is certain, and the promoters of the undertaking are determined to leave no effort unmade in the work of educating the people of Victoria in the advantages to be gained by the connection offered with the outside world.

VICTORIA THEATRE.
SIX NIGHTS and Saturday Matinee Commencing Monday, OCTOBER 2.
COL. W. A. THOMPSON'S
Boston Lyric Opera Co.
40—PEOPLE—40
TO-NIGHT:
"MARITANA"
To-Morrow Night:
"CAVALLERIA RUSTICANA and LA BELLE HELENE"
PRICES: 25c., 50c., 75c., $1.00.
Sale of seats opens at 9 o'clock Thursday morning at Victoria Book and Stationery Store.

NOTICE.

Pursuant to the order of the Honorable Mr. Justice Walkem, dated October 3rd, 1899, notice is hereby given that any person having, or pretending to have, any title or interest in the following property, being part of five acre lot 5, and known as lot 25, on Farquhar street, Victoria, B.C., formerly the property of Henry McCormick, is required within four weeks from the date of said order to file a statement of claim thereto with the Registrar of the Supreme Court of British Columbia, pursuant to the "Quieting Titles Act."

Dated October 3rd, 1899.
GEORGE E. POWELL,
Solicitor for the Petitioners, Rose Murray and Delia McBrady.

NOTICE.

Take notice that the adjourned annual meeting of the Shareholders of the Miles Canon and Lewes River Tramway Company will be held at the Head-Office of the Company at the City of Victoria, Province of British Columbia, on Saturday, the 4th day of November, 1899, at the hour of eleven o'clock in the forenoon.

Dated the 3rd day of October, 1899.
C. E. PEABODY, Vice-President.
L. P. DUFF, Secretary.

Book.. Job..... Printing
Office Stationery, Letter Heads, Bill Heads, Statements, Envelopes, etc. Legal Blanks always in stock. Catalogues of all descriptions and Books of Fiction, Poetry, etc., printed and bound. Estimates gladly furnished. We have the largest plant and most complete printing outfit in British Columbia . . . .
Book-binding.
We make a specialty of Office and Bank Books, Ledgers, Journals, Cash Books, etc. We also bind Magazines, Music, etc., at a small cost.
The B.C. Printing & Engraving Co'p'n, Ltd.
Courtney Street, Near Postoffice. SUCCESSORS TO The Province Publishing Co., Ltd Ly.

WANTS.

WANTED—Immediately, a moderate sized furnished house in good locality. Apply C., Times Office.

WANTED—Girl about 15 to help with housework; small family. Apply 8 Blanchard street.

WANTED—$2.00 per day sure, gentlemen or ladies; special work; position permanent; reliable firm, with best references; experience unnecessary. Address S. M. Fry, Field Manager, Winnipeg, Man.

TEACHER WANTED—Male preferred, for the Sidney Public school, by October 20th. Apply to W. R. Armstrong, Secretary.

FOR SALE.

FOR SALE—Cheap for cash, 100 acres of land one mile from Shawnigan Station, with good barn and outbuildings and number of bearing fruit trees. Apply to G. W. McKean, Shawnigan Lake, E. & N. Railway.

TO LET.

TO LET—2 furnished or unfurnished rooms. Apply to 38 John street.

TO RENT—Office in the Times building, ground floor. Apply at Times office.

BOARD AND ROOMS.

TWO GENTLEMEN can have beautiful rooms, with all conveniences attached, and board, in private family, near Beacon Hill. References exchanged. Address "K. W.," this office.

SOCIETIES.

VICTORIA COLUMBIA LODGE, No. 1, meets first Thursday in every month at Masonic Temple, Douglas street, at 7:30 p.m.
B. S. ODDY, Secretary.

MISCELLANEOUS.

A. & W. WILSON, Plumbers and Gas Fitters, Bell Hangers and Tinsmiths; Dealers in the best descriptions of Heating and Cooking Stoves, Ranges, etc.; shipping supplied at lowest rates. Broad street, Victoria, B.C. Telephone call 126.

SCAVENGERS.

JULIUS WEST, General Scavenger, successor to John Dougherty—Yards and cesspools cleaned; contracts made for removing earth, etc. All orders left with James Fell & Co., Fort street, grocers; John Cochrane, corner Yates and Douglas streets, will be promptly attended to. Residence, 50 Vancouver street. Telephone 136.

VETERINARY.

S. F. TOLMIE, Veterinary Surgeon—Office at Bray's livery, 100 Johnson street. Telephone 182; residence telephone 417.

THE BRITISH COLUMBIA MINING RECORD
CHRISTMAS EDITION
1899
IN MAGAZINE FORM.
128 Pages on finest enamelled paper. Lithographed Cover. Beautifully illustrated with upwards of 100 engravings reproduced from original drawings and photographs.
Numerous Leading Articles and Short Stories by prominent men of British Columbia and Eastern Canada.
The Finest Publication ever produced in the West.
We intend to make this edition a credit to British Columbia and the best advertising medium ever offered to business men in the Province.
CIRCULATION 10,000 COPIES.
PRICE : 10 CENTS.

SAVOY THEATRE
HERE AT LAST.
The Puzzle of the 19th Century,
The Divine Dodson.
The Premier of All Jugglers,
The Great "Ohama,"
Together with all the favorites of last week.

A BARGAIN 4 Lots Oak on Bay Avenue, . SWINERTON & ODDY. $600.00

Vancouver Island Building Society
The 112th drawing for an appropriation in the above Society will be held in Sir William Wallace Society's Hall, Broad street, on Monday, the 9th October, 1899, at 8 p. m.
By order,
B. WILLIAMS.

Eye Rest For Tired Eyes

Is obtained by our scientifically fitted glasses. They enable the eyes to do as much work and possibly more without tiring than they ever did. Satisfaction guaranteed. Eyes tested free.

Cyrus H. Bowes,
DRUGGIST AND OPTICIAN,
100 Government (Near Cor. Yates) Victoria, B.C.

WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, Oct. 3.—5 a.m.—The high pressure which has for several days been gradually increasing, is now central over British Columbia, and has extended its area over the entire Canadian Northwest and the North Pacific and Western states. The weather is generally bright, and but little rain has fallen. Frosts are reported from the Territories.

Victoria—Barometer, 30.41; temperature, 48; minimum, 48; wind, calm; rain, .10; weather, clear.

New Westminster — Barometer, 30.40; temperature, 46; minimum, 46; wind, calm; rain, .06; weather, clear.

Kamloops—Barometer, 30.44; temperature, 48; minimum, 48; wind, 14 miles S. E.; weather, fair.

Barkerville—Barometer, 30.24; temperature, 38; minimum, 36; wind, calm; rain, .20; weather, rain.

Neah, Wash.—Barometer, 30.42; temperature, 50; minimum, 50; wind, 6 miles E.; rain, .04; weather, clear.

Portland, Oregon—Barometer, 30.32; temperature, 50; minimum, 48; wind, 8 miles N. W.; weather, clear.

Tacoma—Barometer, 30.40; temperature, 44; minimum, 44; wind, 2 miles N. E.; weather, clear, fog.

San Francisco—Barometer, 29.98; temperature, 58; minimum, 58; wind, 4 miles S.; weather, clear.

Forecasts.

For 36 hours ending 5 p.m. Wednesday.

Victoria and vicinity—Winds variable and fresh to moderate in force, fair to-day and probably Wednesday.

Lower Mainland—Variable winds, fair to-day and probably Wednesday.

CITY NEWS IN BRIEF.

—LIPTON'S "FINEST" BACON at Jameson's, 33 Fort street. *

—The returns of the Victoria clearing house for the week ending October 3 were $613,286; balance, $216,249.

—Have you seen the $1 per dozen Printed Cups and Saucers at R. A. Brown & Co.'s, 80 Douglas street? *

—Grand display of the latest styles in Millinery at the Sterling, 88 Yates street.

—Few men are foolish enough to tell the readers of a great family journal untruths about their goods. If they do they are soon found out. "HONDI" Ceylon Tea is as represented—therefore kept always before you. *

—The regular weekly meeting of the B. Y. P. U. of Calvary Baptist Church last night took the nature of a question drawer. Rev. J. Vichert presided to the satisfaction and enjoyment of the large number of young people in attendance.

—The opportunity long desired by Victorians to hear Hon. David Mills, Q.C., minister of justice and attorney-general for Canada, and Hon. Sydney Fisher, minister of agriculture, will be provided on Thursday evening in the A. O. U. W. hall, when those gentlemen will address a meeting of Liberals of the city. Hon. David Mills and Hon. Sydney Fisher are to-day in New Westminster participating in the opening of the provincial exhibition.

—The harvest festival of St. John's Church will be continued to-morrow evening at eight, when the special music given on Sunday last will be repeated. The order of service will be as follows: Organ, Processional March, Dr. Westbrook; Magnificat in F, Berthold Toms; Nunc Dimittis, in F, Berthold Toms; anthem, To Thee, O Lord, F. Williams; soloist, Miss A. Stoddart; hymns, 382, 383, 379 and 381; Thanksgiving Te Deum in B flat, F. Williams; organ, March Heraique, Shubert.

—The Victoria hose team will not compete in the tournament in connection with the Westminster fair after all, the chief considering that the department could not spare twelve men to leave the city. The Victoria team has decided to issue a challenge to the winners in the Westminster tournament to run in this city, when, in all probability, the home team will be chosen from the following: Messrs. Moss, Watson, Baynton, Deasy, Manton, McDougal, McDowell, Sheppard, Smith, Becker, Petticrew and Le Roy.

—The regular quarterly meeting of Court Vanvouver, A. O. F., was held last evening, when final instructions were given to the delegates to the district lodge, which commences session on Monday morning, October 16th. Arrangements have been made for a joint meeting of Courts Northern Light and Vancouver on the evening of the 16th, when all the delegates from the various lodges will be in attendance, while on Tuesday evening, October 17th, a grand banquet will be held at the Occidental hotel.

—Victoria Cafe for cheap lunches. *

—Use Blue Ribbon Flavoring Extracts. *

—Superfluous hair removed by electrolysis. Electric Parlors, 114 Yates street. *

—Court Cariboo, No. 743, I. O. F., meets this evening. There will be one initiation and a social and short lecture.

—Ye Old Blue Willow Crockery and other fine patterns just opened and for sale cheap at R. A. Brown & Co.'s, 80 Douglas street. *

—Arrangements have been made by the ladies of the congregation of Temple Emmanuel for a dance to be held on Thursday evening next.

—On Saturday evening the seventy-fifth drawing for an appropriation in the Victoria Building Society will be held at Sir William Wallace Hall, Broad street.

—The semi-annual examinations for admission as provincial land surveyors commenced yesterday morning in the government buildings, and will be continued until Wednesday. Eight candidates are under examination, three writing for admission as articled clerks.

—Reduced rates to the East over the Northern Pacific Railroad effective September 12th; the second-class rate to Chicago will be reduced to $46; second-class rates to all points east of Chicago will be reduced also.—E. E. Blackwood, agent.

—In the city police court this morning William McBride was charged, upon the information of Fred. H. Parker, with assault, convicted and fined $7.50 with the alternative of ten days' imprisonment. McCallum, a drunk, received the usual first offender's punishment of $2.50 fine or five days, being given one day in which to raise the money.

—The newly appointed social committee of Far West Lodge, K. of P., consisting of Messrs. F. Le Roy, D. Barnhardt and Oliver, are making arrangements for a series of social dances to be held during the ensuing season. These events have always been of the most enjoyable nature, and judging from the enthusiasm displayed by the committee, the coming season will be a most successful one.

—Next Friday evening's session of the Centennial church Mock Parliament promises to be perhaps the most interesting in the history of the society. As far as can be ascertained it is the intention of the government to introduce an enactment providing for the unlimited enfranchisement of women, otherwise irreverently termed, "Woman's rights," and will back this proceeding with all the vigor and eloquence possible. On the other hand the cold and unsympathetic opposition intend opposing the resolution with equal energy, and an exciting time is anticipated.

—The library returns for the month of September show that 2,018 books were issued; 1003 to ladies and 925 to gentlemen. The greatest number issued in one day was 135, and the average per day was 80. There have joined the library 24 new members, 21 of whom were ladies. During September the following books were contributed: "Pickwick Papers," by Charles Dickens; "Alton Locke," by C. Kingsley "There is No Death," by Florence Marryat; "The King's Thane," by W. J. Gordon; and "The Heir of Linne," by Robert Buchanan.

—Victoria Cafe, Fort St., for breakfast. *

—An entertainment, combining something of the unique, and the highest order of talent, will be given in the Temperance Hall, Pandora street, to-morrow evening. The arrangements have been entirely in the hands of the well-known entertainer, Mrs. C. M. Norton, which is in itself a guarantee that a most superior programme will be rendered. The male quartette will not take part as advertised, but instead there will be a number of dialect selections by Professor Bell-Smith, the elocutionist, who has recently delighted Victoria audiences. Mrs. Norton will also contribute several numbers and will be assisted by the "Peek Sisters," who will render selections in the rather severe characters of old maids.

—At a meeting of the Victoria Liberal-Conservative Association held last evening the delegates to represent the association at the meeting of the Liberal-Conservative Union of British Columbia at New Westminster on Thursday were elected. The delegates are: Hon. E. G. Prior, M. P.; Thomas Earle, M. P.; D. M. Eberts, M. P. P.; H. D. Helmcken, M. P. P.; A. E. McPhillips, M. P. P.; C. F. Beaven, Joseph Nicholson, C. A. Gregg, James Lemon, Richard Roper, Herbert Cuthbert, W. H. Price, Joseph Wrigleswortb, Wm. Lawrence, Wm. Mable, Joseph Brown, Garrett Smith, James O'Harney, Lawrence Macrae, Robert Cassidy, W. H. Ellis, D. R. Ker, E. Crow Baker, A. C. Flumerfelt, Geo. Deans, Watson Clarke, Geo. Daniels, B. R. Seabrook, Arthur Heathorn and Allan Graham.

—Victoria Cafe, Fort St., for breakfast. *

—A passenger by the Danube this morning, who frankly admits that "he is not rolling in wealth," is Mr. J. C. Nelson, who for two years has been laboring in the Klondike. Mr. Nelson left Dawson about three weeks ago, on the steamer Phillip Lowe, which was laid up at White Horse for repairs, detaining the passengers for a few days. Mr. Nelson is of the opinion that the season will be rather late this year, as compared with last, when snow fell on September 17. The river is also very low, and it will not be long before the large steamers will be unable to make the trip. According to Mr. Nelson, everything is comparatively quiet in the Klondike metropolis, the principal topic of interest seeming to be the rose hued reports from Cape Nome.

—The Inland Revenue collections for September were as follows:

Spirits	$12,807 58
Malt	1,223 17
Tobacco	1,225 88
Raw leaf tobacco	189 00
Cigars	864 60
Other receipts	85 00
Total	$16,405 23

Have you seen the goods we give in exchange for the discount coupons given with each purchase of goods. Silver Tea Pots, Sugar Bowls, Cake Stands, Knives, Forks, Spoons, etc., quality guaranteed by manufacturer. Elegantly tinted and colored Water Sets, beautiful Vases, etc., in fine Bohemian glass. Just look goods you want. Call and examine them. JOHNS BROS., 239 Douglas street.

THE BOSTON LYRICS.

First Performance a Decided Success—Some Good Features.

The Victoria theatre was well filled last evening when the Boston Lyric Opera Company opened their week's engagement, presenting "Said Pasha," one of the lightest of their repertoire. That the audience was well pleased was evident from the enthusiasm displayed, and it is safe to say that having had this taste of what the company can do the theatre will be filled every performance.

The company is a good one, the prima donna, Miss Josephine Stanton, having a most pleasing personality and a captivating voice. Miss Maud Leekly and Miss Katherine McNeil, who had the roles of the Ideal Queen and the Balsh Sojah, were most entertaining, Miss McNeil assisting in the comedy parts with great success.

Speaking of the comedy parts, the two comedians are the most laughable pair seen here for a long time. Their work is good, clean comedy throughout, not pork pie humor as is oft times the comedian's bid for the laughter of the audience. Both Mr. John Henderson as Hadah the tramp, and George Kunkel as Nockey, whose "why" was ever provoking a laugh, interpolated several songs. Nockey sang "In Dahomey," and was encored three times. His one-man society drama and musical recitation were excellent. His side partner in the comedy sang a number of parodies with success.

The baritone, Mr. Lovette Rockwelle, as Said Pasha, gave a charming performance. He has a light but true baritone voice, and his solos were given with most pleasing effect. The Mexican nobleman in search of an ideal was well portrayed by Mr. Frank Maslin. The basso, Mr. Eugene Rogers, had the character of the Rajah, and his deep sonorous voice was excellent in the small amount of work that falls to that character.

The chorus is a good one, well drilled and pleasing. The new orchestra, under Mr. S. W. Driscoll, made a good impression on this, its first appearance.

"Maritana" is billed for this evening, and it is said to be one of the operas in which the company has achieved the greatest success. It is unnecessary to give any description of the opera, it is sufficient to say that it affords scope for the best work the leading companies can do. There will be a large house, and as all the parts are in capable hands the performance will in all likelihood be most enjoyable.

—Victoria Cafe for cheap lunches. *

—We are showing all the latest styles and shapes in American Sailor and Walking Hats. The Sterling, 88 Yates street.

—A new line of "Brass Goods," chaste in design and excellent in workmanship, has been opened out at Weiler Bros. *

—To-morrow evening the Holly Dancing Club—a new association with a membership of 150 dancers—will be organized.

—Mr. Justice Martin occupied the bench this morning, when Sir Henry Crease formally introduced Mr. Thomas O'Brien, of Golden, who was duly called to the Bar of the Supreme Court of British Columbia.

—At the monthly meeting of the Friendly Help, held this morning, the usual reports brought in showed that twenty-three families had received assistance during the month; thirteen had groceries, one fuel, four milk, four meat and the remainder clothing. Donations for the month are thankfully acknowledged as follows: Mrs. Gaudin, Mrs. Newbigging, Mrs. Louis McNeill, Mrs. John Irving, Mrs. James Townsley, Mrs. Fred. J. Claxton, Mrs. William Burns, cash; Mrs. D. R. Ker, clothing; Mrs. Louis McNeill, perambulator; Mrs. Edwin Johnson, coffee pot; and R. Porter & Sons, meat.

—Among the guests registered at the Dominion Hotel is Mr. O. Bleakenship, a prominent citizen of Atlin, and the proud possessor of Discovery claim on Wright's creek. Mr. Bleakenship left Atlin on September 10, and has been enjoying himself on a well-earned vacation in the Sound cities, arriving this morning on the Victorian. He has in his possession three nuggets taken from his property on Wright's creek, aggregating in value $325. Mr. Bleakenship expresses himself in very optimistic terms when speaking of the future of Atlin, which he expects in the near future to rival the Klondike in importance and wealth.

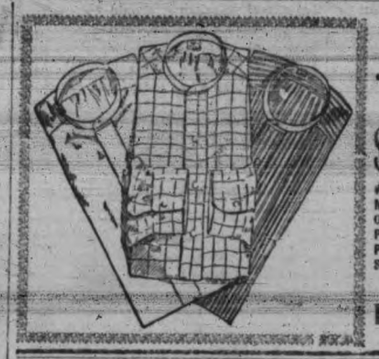
—Steamer Alpha will leave this evening for Vancouver, from which port she will sail on Friday for St. Michaels, with a full cargo of freight and about 50 passengers. She will be the last steamer to visit the Yukon mouth this season.

—The Japanese who were held at the quarantine station since the arrival of the Idzumi Maru were released yesterday afternoon. They were brought to the city by the steamer Queen City.

—The time for the reception of tenders of the purchase of the steamer Sir James Douglas have been extended until the 5th inst.

—Steamer Victorian resumed her service this morning.

—Steamer Aorangi is due to-morrow from Honolulu and Australia.



..SLAUGHTER SALE..
REMOVING TO YATES ST.
$10,000 Worth of New Fall Goods Included in this Sale.

Winter Suits,	Fancy Vests,
Macintoshes,	Winter Underwear,
Overcoats,	Winter Top Shirts,
Pea Jackets,	Figby Waterproofs,
Pants,	Umbrellas,
Soft and Stiff Hats,	Etc., Etc.

To be cleared regardless of cost.

B. WILLIAMS & CO.,
97 JOHNSON ST.

SHIPPING NEWS

HAPPENINGS OF A DAY ALONG THE WATERFRONT.

A sensational charge is made by Manager Robertson, of the Robertson Raft Company, against Captain Seaman of the steamer Czarina. He alleges that Captain Seaman deliberately cut the raft adrift and abandoned it, making only a pretext for searching for it later. He says the losing of the log raft off Mendocino, September 7th, was a piece of maliciousness on the part of the Czarina's officers, and instigated by the Sailors' Union. He declares the hawser was cut, and did not part without aid from an axe, wielded by some one on the Czarina, and at the time of the parting of the hawser the only persons on the deck of the collier having the raft in tow were Captain Seaman and the first officer. Robertson will libel the Czarina and her owner, Spreckels, for all the expenses he has been put to in recapturing the derelict, now at Port Harford, in tow of the tug Rescue, which found it near Lompoc. He will swear out a warrant for Captain Seaman and prosecute the case. Robertson charges that the scheme of Captain Seaman was only part of a deep-laid plot to lose the raft and prevent the owners from finding it without paying large salvage. Captain Seaman, Robertson says, told him the hawser had pulled out at the splice. Robertson does not believe it, as the hawser was a fourteen inch cable, and he came to Port Harford expressly to find the truth of the matter. On the tug Rescue is the hawser, with the splice intact, and the end cut off clean, showing it was severed with a sharp instrument. This, he says, is proof positive of a scheme laid by the Seamen's Union.

J. W. Harrison, the coal and metal broker, of San Francisco, in his coal circular for the week ending on Saturday last, says: During the week there have been six deliveries of coal from Washington, 1,850 tons; two from Oregon, 634 tons; three from British Columbia, 11,198 tons; five from Great Britain, 15,793 tons; one from Philadelphia, 3,000 tons; one from Australia, 2,726 tons; total, 50,261 tons. The above large arrivals have come to hand most opportunely, and prove to be just the character of coals most needed, as Welsh anthracite was sadly wanted, and the yards were bare of Wellington; one cargo of Cardiff was imported directly by the navy department to fill special requirements; they have two others to follow. We cannot look for a repetition of foreign arrivals for months to come, as most of the overdue ships are now here at anchor. The cargo of the new collier Tellus due here to-morrow was loaded at Oyster Bay, B. C.; the agents here say the coal will prove to be a duplicate of the old Wellington coal; if so, it will find very ready sale. Freight rates from Australia and England remain high, thus protecting our coast collieries in sustaining high values for at least six months to come. If the Honolulu demand would ease off a little, we might draw more liberally from Australia for local demand; the writer thinks the big rush to secure coal vessels for the Hawaiian trade must subside slightly.

Ship Theodore, a German ship which left London about the same time as the Langdale, with cargo for San Francisco, is now on the overdue list. Reinsurance is quoted on her at 10 per cent. The Cyrus Wakefield, from New York for San Francisco, is also overdue. Reinsurance on her is quoted at 5 per cent. The Cyrus Wakefield put into Port Stanley, Falkland Islands, her master, Captain Henry, dead and her mate suspected by the crew of murdering him. Captain Henry and the mate are said to have disagreed on questions of navigation during a series of fierce gales, which damaged the vessel as it was rounding the Horn. Mail accounts received from Port Stanley say that the mate would not let the sailors go ashore to testify. As soon as he had given his own testimony, in which he said that the captain was killed by being swept against the cabin in a big sea that rolled over the ship, the mate disappeared after looting the captain's cabin of money and valuables. The vessel was thus left without a master. Captain Chapman of the wrecked John R. Kelley took command of the Wakefield and started from Port Stanley July 6th. The Wakefield is, therefore, eight-six days from Port Stanley.

According to news received by the steamer Olympia the British bark Simla, from Cebu for Seattle, put into Hongkong on August 25th dismasted and with bulwarks damaged and decks started. She left Cebu on July 22, and encountered a typhoon in lat. 16 N. 127 E. At 4.30 a.m. on Friday, August 4, the ballast shifted, throwing the ship on her beam ends. The masts were cut away and the ship was righted somewhat. To get from one end of the ship to the other it was necessary to walk on the side of the ship. On August 5 the typhoon moderated, and the crew worked incessantly for a week at trimming the ballast. On August 16 the remaining yards and masts were secured, and all possible sail made, and the captain set a course from the Bashee channel for Hongkong.

The big log raft which broke loose off Cape Mendocino on September 7, while in tow of the steamer Czarina, from Puget Sound, has been picked up. It was found by the tug Rescue on Sept. 28th, off Lompoc Landing, about thirty miles north of Point Conception. The Rescue towed the raft to the bay of San Luis Obispo, at Port Harford. The monster float seems to be in first-class shape, and none the worse for its ocean wanderings. It has been a menace to all coast vessels, and a constant lookout had been kept for it. So heavy and cumbersome is the raft that it would have in all probability wrecked any vessel that might have struck it. The raft is 625 feet long and 60 feet wide, and constructed in cigar shape. It contains 7,000,000 feet of timber and drew twenty-six feet of water. The tug Rescue encountered considerable trouble in making fast to it. Tug Monarch has gone to the assistance of the Rescue from San Francisco.

Robertson says the Seamen's Union is sore because 21,000 tons were in the raft, and the freight charges are obviated by the rafting business. If the Washington legislature spoils his business he will go to British Columbia to do business and get his logs there, and then bring them to San Francisco the same as now. The raft contains 730,000 lineal feet of logs, and is valued at $80,000. The Rescue gets no salvage, as it was chartered at $10 per day. Robertson says he will prevent further rafts becoming derelict by following them with the Miamo, an ocean-going tug of the Sound, and let the rear vessel carry lights instead of the raft. This affair shows, he says, that rafts can live in water for a long time, and he will probably accept offers to float large rafts to Hawaii and Japan. Robertson will sail from here for Japan October 9th on the Empress of Japan to look into the advisability of sending rafts across the ocean.

Notice is given for the benefit of mariners that a spar buoy, painted red, has been moored in Nanaimo harbor, in 12 feet of water, to mark the northwestern shoulder of the middle bank. Westward of the buoy the depths range from 26 to 30 feet and eastward 3 to 8 feet, low water springs. The buoy bears S. 35 deg. W. true (S. by W.-mag.), distant 480 feet from the beacon, showing a white light on the north extreme of the middle bank. Note—The northwest shoulder of the middle bank shown on admiralty chart No. 573, with a depth of 16 feet, does not exist, there being a depth in that vicinity of not less than 25 feet low water springs.

D.G.S. Quadra returned this afternoon from a two weeks' cruise to Lama island, and the lighthouses of the inland passage. Captain Gaudin, agent of the marine and fisheries department, was on board. The lighthouse built on Pointer island, at the north end of Lama passage, is completed, and was taken over. The light on Turn point, at the other end of the passage, will be completed about two weeks hence. Bad weather was experienced during the cruise, and it was with great difficulty that landings were effected at Ivy and Egg island.

Steamer Danube will sail from Skagway and ports to-morrow. She will have a full cargo, as besides that awaiting shipment by her she will take the freight that was to have been shipped north on the Alpha.

Steamer Discovery, for which fears were entertained, has reached Seattle from Cape Nome in safety.

Steamer Danube will sail at noon to-morrow, instead of in the evening, for Skagway and way ports.

Steamer Islander left Vancouver at 1:35, but did not conpect with the train from the East.

STOCK QUOTATIONS

Furnished by Messrs. J. P. Poulkes & Co., stock brokers, 35 Fort street, Victoria, B. C.

	Asked.	Bid.
Golden Star	36½	35
Cariboo (Camp McKinney)	100	95
Minnehaha	17	15¾
Waterloo	11	10
Fontenoy	16	13
Cariboo Hydraulic	140	135
Fairview	7¼	6¾
Smuggler	1¼	¾
Old Ironsides	114	112
Knob Hill	95	80
Brandon and Golden Cr.	30	28
Rathmullan	8¾	8
Morrison	16½	16
Winnipeg	31	29
Athabasca	40½	37½
Dundee	15	12
Dardanelles	13	11½
Noble Five	25	23½
Payne	114	109
Rambler Cariboo Con	48½	46
Wonderful Group	6	4
Crow's Nest Pass Coal	45.00	40.00
Republic	118	115
Van Anda	8	7½
Big 3	17½	14
Deer Park	4¾	4¼
Evening Star	10	9
Homestake	12½	10
Iron Colt	8	4
Iron Horse	7	4¼
Iron Mask	74	72
Montreal Gold Fields	15½	14
Monte Christo Con	6½	5
Northern Belle	2½	2
Novelty	3½	3
St. Paul	3	2
Silver Bell Con	6	4¼
St. Elmo	6	5
Virginia	10	8½
Victory Triumph	6	4½
War Eagle Con	310	300
White Bear	4½	3¾
B. C. Gold Fields	5	3¾
Canadian G. F. S.	6¾	6
Gold Hills	7	5
Deer Trail	22	21
Bonanza	18	15
Rx. Pac. Gold Prop. Co.	10	....
Mt. Sicker & B. C. Devlpt.	453	....

St. Alice Water
FROM THE HOT SPRINGS OF HARRISON.
THORPE & CO., Ltd.
TELEPHONE 435. P. O. BOX 180

Gold for Nothing.
THE SYRIAN STORE
CORNER DOUGLAS AND JOHNSON STREETS
WILL GIVE { A Lady's Gold Ring, Set with Stone, or a Gold-filled Chain Bracelet } FREE, FREE
With every $25 purchase of goods. Besides this they are selling at 10 per cent. less than any store in the city.

THE FOLLOWING ARE A FEW PRICES:

Alpaca Top Skirts from	$3 00
Flannelette or Knit Underskirts from	50
Ladies' Flannelette Night Gowns from	50
Ladies' Golf Jerseys from	1 00
Wool Shawls from	50
Wool Figured Goods and Cashmere, per yard	30
Japanese Silks, per yard	25

Also an immense stock of Ladies', Children's and Men's Ready-made Goods, Jewelry, Notions, Souvenirs, Laces (hand-made), and Fancy Work.

GIVE US A TRIAL and we are sure you will be pleased. RAHY BROS.

If you want the best SHEFFIELD CUTLERY If you want the best
Pocket Knives, Razors, Scissors,

Carving Sets, Table Cutlery, Shears, etc.
See our Sheffield-made stock, imported direct. FOX'S 78 Government Street. Always buy the best.

JUST OPENED
POULTRY, FEED and PROVISION STORES,
3 and 5 STORE STREET
RAMPLEY & SCOTT Give us a call. Prices low.

Lakeside Hotel
COWICHAN LAKE.
The Noted Fishing and Summer Resort of the Island.
EXCELLENT BOATING.
Stage leaves Duncan's Monday, Wednesday and Friday. Special tickets will be issued by the E. & N. R. R. Co. for Cowichan Lake on Monday, Wednesday and Fridays, good for 15 days; $5.00 return. PRICE BROS., Props.

BILLY REID
Has Taken Over
The White Horse Hotel
And will be glad to see all acquaintances. Best of Wines, Liquors and Cigars.

Keep Your Hair On.
Our heads require more attention than they get. Hair is the natural covering. Baldness, an unnatural condition caused by overwork and sickness. Preparations are required for promoting its growth. I use the best and safest remedy for all scalp troubles, and by its use produce a luxuriant growth and cure baldness. R. J. MATTHEWS, 101 Douglas street.

NEW YORK STOCKS.

[Reported by F. S. Taggart & Co.]

New York, Oct. 3.—The following quotations ruled on the Stock Exchange:

	Open.	High.	Low.	Close.
Am. Sugar	137½	139¾	137¾	139¼
C. B. & Q.	128¼	128¾	128	128¾
C. M. & St. P.	122¾	126¾	122¾	126¾
Manhattan	106¼	107¾	106¼	107¼
People's Gas	107½	108¾	107	108¼
C. R. I. & P.	110¾	111½	110½	111¾
Am. Tobacco	116¼	117	115¼	117
A. T. & S. F. pfd.	61¾	61¾	61	61½
U. P. pfd.	75¼	75¾	75¾	75¾
T. C. & I.	110	112	109¾	112
A. T. & S. F. com	19½	20	19½	20
L. & N.	75¼	76¾	75½	76¾
B. R. T.	88	89¼	87	87½
U. P. com.	42	42	41½	42
A. S. W. com.	46¾	48¼	47½	48¼
N. P. pfd.	73¾	73¾	73¾	73¾

Chicago Market.

Chicago, Oct. 3.—The following quotations ruled on the Board of Trade:

	Open.	High.	Low.	Close.
Wheat—				
May	77¼	77¾	76¾	77
Dec.	74¼	74¾	73¾	74¼
Corn—				
May	31¼	31¾	31¼	31¾
Dec.	30¼	30¾	30¼	30¼
Pork—				
Jan.	985	985	977½	977½
Dec.	837½	840	832½	832½

—Latest styles in Ladies' Capes, Jackets and Costumes at The Sterling, 88 Yates street.

—Victoria Cafe for cheap lunches. *

FALL SUITS $10 $10
That's quickly written, brief and to the point; but it's only part of the story. To learn the balance you must see the suits. We are not looking for medals, but if superiority of workmanship, linings and fit count for anything, we're entitled to first prize.
Business suits of good wearing, dark brown Canadian tweed, French facings of suit material up to and under the armholes, edges of linings, and inside pockets finished off with silk piping.
They are truly wonderful suits for the money. To see them is to buy them, and to buy is to be more than satisfied.
Dame Nature is using her sprinkling pot. You'll enjoy feeling her, and at the same time keep yourself dry in one of our $6 Macintosh coats.
Rain shedding umbrellas, 75c.
W. G. CAMERON
The acknowledged Cheapest Cash Clothier in Victoria, 55 Johnson St.

WE WILL BUY AND SELL OPTIONS
At 10, 20, or 30 days, upon the following British Columbia Mining Stocks:
Payne, Noble Five, War Eagle, Dardanelles, Le Roi, Fontenoy.
For quotations, apply at Stock Exchange, Old Post Office Building, Victoria, and 416 Hastings street, Vancouver, B. C.
FRANK S. TAGGART & CO.
STOCK BROKERS
Continuous market quotations at principal centres of trade received over our own wires.

METROPOLITAN
LUNCH PARLORS
FOR DAINTY LUNCHES
Why not have the best when it costs no more than a cheap lunch.
A fine variety of Cakes and Pastry with all orders.
Ice Cream, Sodas, Tea, Coffee, Etc.
HIGH CLASS CONFECTIONERY
For people who want the best.
80 FORT STREET. Tel. 101

News Letter From Japan

Associated Press Correspondent at Yokohama Discurses Current Events.

The Political Situation in the Far East—Soldiers From Manila.

The following letter was received by the N. P. liner Olympia from the correspondent of the Associated Press at Yokohama, dated 14th September:

Seculiar Education.

The Japanese government, having decided to keep its system of education strictly secular, such being the result of its careful study of western history, follows the logic of its decision by withholding its sanctions and privileges from all schools in which religion in any form is taught, directly or indirectly. This consistent adherence to its principle has of course been construed into an attack upon Christian schools, which having been founded by various propagandist boards are in effect almost the only ones to suffer from the new policy. Suffering they are most grievously, some having been already closed and all being greatly depleted in attendance, because of the superior advantages and privileges which the purely secular schools enjoy. The missionaries in charge of educational institutions are placed in an awkward dilemma, for if they eliminate the teaching of their religion they must lose the support of the home boards upon which they are largely dependent, while if they attempt to carry out the main purpose for which they are sent here, their schools will inevitably languish and die for lack of native attendance. The matter, therefore, excites much comment and bitterness in propagandist circles.

The French Martyr.

The echo of the Dreyfus trial is heard here at the antipodes, it being made, by the advocates of a strong government, a text for the exposure of the weakness of popular rule. The conservative politicians are making capital of it, by showing how the same forms of corruption which are destroying France are becoming ripe under democratic institutions here, giving point to their warning against the evil tendencies of the latter. It is interesting to note in this connection that the Dreyfus tragedy is already dramatized for production in one of the Japanese theatres, and is becoming a favorite theme for the novel writers and public story-tellers.

Japanese Politics.

In the foreign office much friction is indicated by the manifest restiveness of the various occupants of western diplomatic missions. Mr. Kato, minister to England, is now at home, and will probably not return. Baron Hayashi, on his homeward way from St. Petersburg, has intimated his unwillingness to resume his work there, and Mr. Kurino, it is rumored, will soon vacate his position at Paris. The source of the difficulty is assumed by the native press to be a general straining of personal relations between these diplomats and the present minister of foreign affairs.

It would appear that an Oriental triple alliance is on the tapis. Some light is thrown on the recent negotiations between China and Japan by the revelation of the existence of a semi-secret society, with a large membership in the two countries and in Kora, having for its purpose the preservation of the independence of the three eastern empires. This organization originated before the war, in an endeavor among literary men to unite the nations having a common basis of language. When the war ended the society took on a political aspect, and was the basis of the efforts at reform made by the Emperor Kuang Hsli. Then came the coup d'etat of the empress dowager, who afterward, frightened by the spectre of partition, and the steady encroachments of Russia, turned for assistance to Japan, thus putting new life into the association, which is now attracting to its ranks the educated youth of China. The three points of its charter are: To work for the closer union and independence of the three empires; to enlighten and educate their peoples; to elevate them to the high plane of western civilization. It is perhaps significant that simultaneously with the negotiations in progress between China and Japan, a new treaty between the former country and Korea was signed on the 12th inst. Coincident with this there comes also the report from Pekin that popular opinion there, so far as there can be said to be such a thing in China, is running strongly in favor of an alliance with Japan. With all this, there is also a suggestive stiffening of China's backbone, the Tsung-li Yamen being inclined to attach no seriousness to the Italian demands. Formosan affairs are still giving the Japanese government much anxiety, the condition of things there bearing a close resemblance to that prevailing in the Philippines. The nation which nominally owns the island has actual possession of only two small strips of territory, one on the eastern and the other on the western shore, while the rest of the country is practically ruled by the banditti, a semblance of peace being preserved only by arrangements with the Japanese authorities conceding to the former about everything they demand. As the facts are becoming known they excite much comment and apprehension.

A Curious Cause

for an ocean disaster has just been developed by the loss of the steamer White Cloud on her voyage from Hongkong to Manila. When ninety miles out from the former port she suddenly collapsed, the disaster being occasioned by the ravages of white ants among her timbers. She was a well known river boat, formerly plying between Hongkong and Canton.

Returning Soldiers.

The transport Pennsylvania, with the homeward-bound Washingtons on board, is reported to have arrived at Nagaski to-day, and will be due here on Saturday, the 16th. The constant flow of returning volunteers, far from tiring the energies or damping the enthusiasm of the American community of Yokohama, seems only to inspire it with fresh zeal on the coming of each regiment. The splendid record made by the men here, no break having yet occurred in their flawless behavior, goes far to account for the pride which their countrymen take in them, as it has also served to cement strongly the long time friendship of Japan and the United States.

Blue Ribbon Tea will be served free at the New Westminster Fair. Come and try it. You will then understand why it is so popular. . . . . .

THE POLICE OF THE COAST.

All who are interested in the subject of our naval defences and the safety of this little island of ours, will read with interest an article on Coastguardsmen, by A. S. Hurd, that appeared in a recent number of the Windsor Magazine.

There are 4,200 coastguards stationed round the shores of Great Britain and Ireland, and they form the finest and most highly trained reserve force for the Navy in case of war. When the ranks of our Jack Tars are thinned by the enemy's shots in the next great naval war, it is the coastguards who will be called upon to fill their places. Every coastguard is a naval seaman of at least nine years standing, who knows pretty well all that there is to be known about navigation, gunnery and torpedoes, before he has the option of retiring from the roving life of the sailor and settling down ashore with his wife and family.

The drill of these land sailors is kept efficient by continual exercise, so that when the news of war flashes through the land we safely place confidence in this first reserve line of naval defence—"the backbone of the Navy," as they were once called by Rear-Admiral Lord Charles Beresford.

The coastguard's pay ranges from 1s. 7d. to 2s. 2d. a day, according to their length of service. If they happen to rise to the dignity of chief officer, after serving in the Navy and the coastguard for a period of twenty-five years, they will receive as much as 6s. per day; but these appointments are scarce as blackberries in June.

It must be admitted that the pay of these guardians of our rock-bound coasts is not excessive, even when the fact that they have no rent to pay is taken into account. Everyone who knows anything of these 4,200 officers and men admits that they form the cheapest and best naval force we have, for they only cost the country just over £150,000 a year; and in return the Admiralty are able to provide a linked chain of trained seamen, who patrol by day and by night a coastline of 4,900 miles, and are available to fight at sea in place of comrades who have fallen before the foe.

"CIRCUMSTANCES ALTER CASES."

In cases of dyspepsia, nervousness, catarrh, rheumatism, eruptions, etc., the circumstances may be altered by purifying and enriching the blood with Hood's Sarsaparilla. Good appetite and good digestion, strong nerves and perfect health take the place of these diseases. Hood's Sarsaparilla is America's Greatest Medicine and the best that money can buy.

HOOD'S PILLS cure. billousness, sick headache.

George A. Brown, traffic manager of the Richelieu & Montreal Transportation Company, died at Atlantic City on Sunday night, aged 40.

A letter received from Premier Seddon of New Zealand by the Dominion government expresses appreciation of a donation of sockeye eggs which have been hatched and are doing well in New Zealand waters.

John C. Newton, president of the Hoosac Tunnel and Wilmington road and president of the Chemical Paper Co., of Holyoke, Mass., died at Wilmington, Vt., on Sunday of appendicitis.

THE NURSE KNOWS

From Long Experience the Value of any Remedy.

The Testimony on Behalf of Milburn's Heart and Nerve Pills Given by Mrs. H. L. Menzies, Professional Nurse, is Well Worth Considering Carefully.

Those who are engaged in the noble but arduous work of nursing the sick, know from long training and experience the true value of any remedy in any certain disease.

When to that is added personal use of a remedy we have the very highest endorsation possible that the remedy will do all that is claimed for it.

The testimony of Mrs. H. L. Menzies, professional nurse, corner of Wellington and King streets, Brantford, Ont., on behalf of Milburn's Heart and Nerve Pills is, therefore, of the greatest value, as from her own experience with them she can speak with confidence as to their merits. This is her statement:

"For the past three years I have suffered from physical and nervous weakness, shortness of breath and palpitation of the heart. The least excitement would make my heart flutter and at night I even found it difficult to sleep.

"After I started using Milburn's Heart and Nerve Pills I experienced great relief, and on continuing to use them the improvement in my health has been marked, until now all the old symptoms are gone and I am completely cured."

Milburn's Heart and Nerve Pills are the most effectual remedy known for the cure of all diseases arising from weak heart, disordered nerves or watery blood. Price 50c. a box or 3 for $1.25, at all druggists. T. Milburn & Co., Toronto, Ont.

AN ISLAND IN THE AIR.

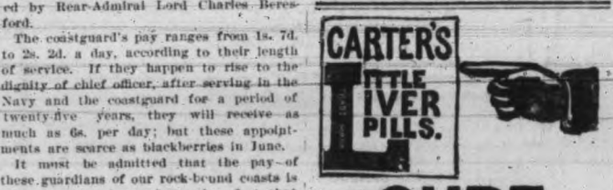
Three miles south of the Mesa Encantada, in Mexico, is a splendid specimen of fantastic erosion—an "island" in the air; a rock with overhanging sides nearly 400 feet high, seventy acres in area on the fairly level top, indented with countless great bays, notched with dizzy chasms. The greater portion of the island overhangs the sea, like a huge mushroom, and on the top stands a town, which for artistic charm, ethnological interest, and romantic history, has no peer. This little town of Ancoma is one of the most perfect types of the prehistoric Puebla architecture. Most of the houses remain of the type invented when every house must be a fort. One climbed a ladder to his first roof, and pulled up the ladder at night—living on the second and third floor, and using the ground floor as a cellar. Against enemies armed only with bows and arrows this was a fair defence. Comfort had to be sacrificed to safety.

Nothing except the eagle sought such inaccessible eyries as these victims of their own civilization. Because they were farmers instead of freebooters; because they had homes instead of being vagrants, they were easy to find, and they were the prey of a hundred nomad tribes. With inconceivable labor this island town in the air was built and fortified. It was reached only by a mere trail of toe-holes up the stem of the "mushroom."

The age of the island is not known, except that it was already old in 1540, when the first explorer visited it, and wrote an account of its wonders.—Morning Herald.

John W. Brooke, one of Chatham's oldest citizens, was probably fatally injured in a runaway accident yesterday.

CARTER'S LITTLE LIVER PILLS.



CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

Birks' Quality in Plate

There can be nothing better, in plate, than Henry Birks & Sons' spoons and forks.

They are extra heavily plated with pure silver, burnished and finished entirely by hand.

The under metal is the finest grade of nickel-silver, the metal that has made the best grades of English Plate, famous the world over.

Made in their own factory in Montreal, and sold direct from manufacturer to consumer.

Write for illustrations.

TEA SPOONS	PER DOZ.
Fiddle and Old English	$3.00
Queen's and Bead	4.00

POST PAID.

OTHER DEPTS: Diamonds, Sterling Silver, Watches etc.

Henry Birks & Sons, Birks' Building, MONTREAL.

Jewellers to His Excellency the Earl of Minto.

Spokane Falls & Northern
Nelson & Fort Sheppard
Red Mountain Railways

The only all rail route without change of cars between Spokane, Rossland and Nelson. Also between Nelson and Rossland.

DAILY TRAINS.

Leave.		Arrive.
8:00 a.m.	Spokane	6:00 p.m.
11:25 a.m.	Rossland	3:30 p.m.
9:10 a.m.	Nelson	5:50 p.m.

Close connection at Nelson with steamer for Kaslo and all Kootenay Lake Points.

Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

G. G. DIXON, G. P. & T. A., Spokane, Wash.

TRANSPORTATION.

Esquimalt & Nanaimo Ry

TIME TABLE 34.

NORTH BOUND.

	D'ly a.m.	Sat. p.m	Sun. p.m.
Lv. Victoria	9:00	4:25	2:00
Ar. Goldstream	9:28	4:53	2:28
Ar. Gilesville	10:09	5:34	3:09
Ar. Shawnigan Lake	10:14	5:39	3:14
Ar. Cobble Hill	10:23	5:48	3:22
Ar. Duncans	10:48	6:15	3:47
Ar. Chemainus	11:17	6:44	4:15
Ar. Nanaimo	12:14	7:41	5:15
Ar. Wellington	12:40	7:55	5:30

Excursion Tickets

On sale to and from all points on Saturdays and Sundays.

For rates and all information apply at company's offices.

A. DUNSMUIR, President. GEO. L. COURTNEY, Traffic Manager.

Canadian Development Co., Ld.

H. MAITLAND KERSEY, Managing Director.

BENNETT LAKE AND UPPER YUKON ROUTE

THROUGH WINTER SERVICE TO ATLIN, DAWSON and YUKON SETTLEMENTS.

Winter stations and hotels have been established and equipped by the Company along the new Government Winter Road, effecting a saving of distance of 140 miles between Dawson City and the Coast.

A regular through weekly service will be maintained during the winter for carriage of mails, passengers and express. The equipment is the most complete possible and no effort will be spared to furnish a prompt and satisfactory service.

For rates and reservations apply at the General Offices, 32 FORT STREET, VICTORIA, or to

A. H. B. MACGOWAN, Gen. Agent, 526 Cambie Street, Vancouver.

FRED. P. MEYER, Gen Agent, 105 Yesler Way, Seattle, Wash.

Pacific Coast Steamship Co.

For San Francisco.

The company's elegant steamships Queen, Walla Walla and Umatilla, carrying H. B. M. mails, leave VICTORIA, B. C., 8 p. m., Oct. 1, 6, 11, 16, 21, 26, 31, Nov. 5, 10, 15, 20, 25, 30, Dec. 5, and every fifth day thereafter.

Leave SAN FRANCISCO for Victoria, B. C., 10 a. m., Oct. 3, 8, 13, 18, 23, 28, Nov. 2, 7, 12, 17, 22, 27, Dec. 2, and every fifth day thereafter.

FOR ALASKA.

LEAVE SEATTLE 9 A.M.

Cottage City, Oct. 12, 27, Nov. 11, 26.
City of Topeka, Oct. 7, 22, Nov. 6, 21.
Al-ki, Oct. 2, 17, Nov. 11, 26.

And every fifth day thereafter.

The steamer Cottage City will call at Victoria, p.m., Oct. 12, 27, Nov. 11, 26, for passengers and freight.

For further information obtain folder.

The company reserves the right to change without previous notice steamers, sailing dates and hours of sailing.

R. P. RITHET & CO., Agents, Victoria, B. C.

J. F. TROWBRIDGE, Puget Sound Supt., Ocean Dock, Seattle.

GOODALL, PERKINS & CO., Gen. Agts., San Francisco.

O.R.& N.

—AND—

Oregon Short Line

LOWEST RATES.

SHORTEST ROUTE.

Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver. Pullman palace sleepers, upholstered tourist sleepers and free reclining chair cars; steam heat, Pintsch light.

For tickets to or from any points in the United States, Canada or Europe, call on or address

RICHARD HALL, Agent, 100 Government street.
E. E. ELLIS, Gen. Agent, Seattle.
W. H. HULBURT, G.P.A., Portland.

Agency Atlantic SS. Lines

ORDERS ISSUED FOR PASSAGE FROM GREAT BRITAIN OR THE CONTINENT.

HALL, GOEPEL & CO., 100 Government Street.

THE GREAT NORTHERN

75 Government Street, Victoria, B. C.

Leave 8 a. m. Daily. {SS. Victorian} Arrive 4 a.m. Daily

Connecting at Seattle with overland Flyer

J. H. ROGERS, Agt.

TRANSPORTATION.

Canadian Pacific Navigation Co.

(LIMITED.)

WHARF STREET, VICTORIA.

Time Table No. 45—Taking Effect September 1, 1899.

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday, at 1 o'clock a.m., Sunday, 11 p.m. Vancouver to Victoria — Daily, at 1 p.m., o'clock, or on arrival of C. P. R. N.C. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner and Lulu Island—Sunday at 11 o'clock Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2, going east Monday. For Plumper Pass—Wednesday and Friday at 7 o'clock. For Pender and Moresby Islands—Friday at 7 o'clock. Leave New Westminster for Victoria—Monday at 1 o'clock p.m.; Thursday and Saturday at 7 o'clock. For Plumper Pass—Thursday and Saturday at 7 o'clock. For Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th each month, at 8 o'clock p.m.

ALASKA ROUTE.

Steamships of this company will leave every Tuesday at 8 p. m. for Wrangel, Dyea and Skagway.

BARCLAY SOUND ROUTE.

Str. Willapa leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent.
C. S. BAXTER, Passenger Agent.

C.P.N. CO'Y, LTD.

STEAMER

AMUR

(Le Blanc, Master.)

Carrying Her Majesty's mails, will leave Turner, Beeton & Co.'s wharf for

NAAS AND WAY PORTS

On Sunday, October First and from Vancouver at 12 noon on October Second.

For freight or passage apply at the office of company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time, without notification.

C. P. N. Co., Ld., Steamers

Will leave Turner, Beeton & Co.'s wharf for

DYEA, SKAGWAY, WRANGEL

Carrying Her Majesty's Mails, as follows, viz.:

"DANUBE" ..... Oct. 3, 18.
"TEES" ..... Oct. 11, 25.

At 8 o'clock p. m.

And from Vancouver on following days.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B.C. The company reserves the right of changing this time-table at any time without notification.

THE V. V. T. CO.'S STEAMER

"ALPHA"

Will Leave Outer Wharf for

Dyea, Skagway and Wrangel

SATURDAY, SEPTEMBER 30,

And from VANCOUVER at 12 noon on following day.

For freight and passage apply at the office of the company, 36 Fort street, Victoria, B. C.

The company reserve the right of changing this time table at any time without notification.

J. D. WARREN, Manager.

HUMBOLDT STEAMSHIP CO.

LIGHTNING EXPRESS TO DYEA AND SKAGWAY IN 55 HOURS.

SS. HUMBOLDT

SAILS FOR

Dyea and Skagway

Direct every ten days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing

Tuesday, October 3rd.

Subsequent sailings, Oct. 3, 13, 23.

For rates and information apply to DODWELL & CO., Ld., Agents, 64 Government street. Telephone 580.

ALASKA STEAMSHIP CO.

For Alaska and Gold Fields.

STEAMERS

"Dirigo" and "Rosalie"

EVERY THURSDAY

Calling at Mary Island, Metlakahtla, Ketchikan, Wrangel, Juneau, Skagway and Dyea.

For full particulars apply to Canadian Development Company, Agents, 32 Fort street. Telephone 616.

The Boscowitz Steamship Co., Ld.

STR. BOSCOWITZ

Will leave Spratt's wharf

MONDAY, OCTOBER 2ND

AT 10 P. M.

For Naas River and Way Ports

VIA VANCOUVER.

For freight and passage apply at the company's office, Janion block, Store street, Victoria, B. C.

The company reserves the right of changing this time table without notification.

H. LOGAN, General Agent.

Victoria & Sidney RAILWAY.

Trains will run between Victoria and Sidney as follows:

DAILY:

Leave Victoria at.....7:00 a.m., 4:00 p.m.
Leave Sidney at.....8:15 a.m., 5:15 p.m.

SATURDAY:

Leave Victoria at.....7:00 a.m., 2:00 p.m.
Leave Sidney at.....8:15 a.m., 5:15 p.m.

SUNDAY:

Leave Victoria at.....9:00 a.m., 2:00 p.m.
Leave Sidney at.....10:15 a.m., 5:15 p.m.

TRANSPORTATION.

THE

White Pass and Yukon Route

THE PACIFIC AND ARCTIC RAILWAY AND NAVIGATION CO

BRITISH COLUMBIA YUKON RAILWAY CO.

Our Tracks are completed to Lake Bennett, B. C. Shipments Receive Prompt Despatch.

We are Authorized United States and Canadian Bonded Carriers....

SKAGUAY IS THE GATEWAY

--TO--

Yukon, Klondike and Atlin.

For rates and particulars apply to

S. M. IRWIN, Traffic Manager, Dexter Horton Bldg., Seattle.

J. H. GREER, Commercial Agent, 16 Trounce avenue, Victoria.

STEAMSHIP TICKETS

TO AND FROM

All Points in Europe

Via Montreal, Quebec, Boston or New York, and all steamship lines. For all information as to sailings, rates, etc., apply

B. W. GREER, Agent, Cor. Government and Fort Sts.

Canadian Pacific Ry

SOO PACIFIC LINE

4 DAYS Across the Continent by the "Imperial Limited"

The fastest and best equipped train crossing the continent.

Trains leaving the Pacific Coast Tuesdays, Thursdays and Saturdays connect at Fort William with the palatial lake steamers "MANITOBA," "ALBERTA" and "ATHABASCA" across the Great Lakes.

For full particulars as to time, rates, and for copies of C. P. R. publications apply to

B. W. GREER, Agent. Cor. Government and Fort streets, Victoria, B. C.

THE NORTH-WESTERN'S Fast Mail

THE NORTH-WESTERN LINE

Have added two more trains (the Fast Mail) to their St. Paul-Chicago service, making eight trains daily

BETWEEN

Minneapolis, St. Paul and Chicago.

This assures passengers from the west making connections.

The 20th Century train, "the finest train in the world," leaves St. Paul every day in the year at 8:10 p.m.

F. W. PARKER, General Agent, 606 First Avenue, Seattle, Wash.

OCEANIC Steamship Company

FOR Hawaii, Samoa, New Zealand and Australia.

S.S AUSTRALIA, Wed., Oct. 18th, at 2 p. m.

SS. MOANA to sail Wednesday, Nov. 1, at 10 p. m.

Line to COOLGARDIE, Aus., and CAPETOWN, South Africa.

J. D. SPRECKLES & BROS. Co., Agents, 114 Montgomery street. Freight office, 327 Market street, San Francisco.

Quick Time ★ Elegant Service. ★ Reasonable Rates.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

Operating the Latest Improved Pullm First-class and Tourist Sleepers.

For tickets, maps, etc., apply to E. E. BLACKWOOD, Agent, Adelphi Building, Government Street, Victoria, B. C.

A. D. CHARLTON, Assistant General Passenger Agent, Portland Ore.

DODWELL & CO., Ld., VICTORIA ROUTE

Steamer Victorian

TIME CARD NO. 4.

Effective Monday, September 11th, 1899.

NORTH BOUND.

Leave Tacoma ..... 8:00 p.m.
Arrive Seattle ..... 10:00 p.m.
Leave Seattle ..... 10:30 p.m.
Arrive Port Townsend ..... 1:15 a.m.
Leave Port Townsend ..... 1:30 a.m.
Arrive Victoria ..... 4:15 a.m.

SOUTH BOUND.

Leave Victoria ..... 8:00 a.m.
Arrive Port Townsend ..... 10:45 a.m.
Leave Port Townsend ..... 11:00 a.m.
Arrive Seattle ..... 1:45 p.m.
Leave Seattle ..... 2:15 p.m.
Arrive Tacoma ..... 4:15 p.m.

DAILY EXCEPT MONDAY.

For further information apply to DODWELL & CO., Ltd., General Agents, 64 Government street.

"The Milwaukee"

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world." Understand: Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat, of a verity equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets, or other information address

J. W. CASEY, Trav. Pass. Agt., Seattle, Wash. C. J. EDDY, General Agent, Portland, Or.

A FEW INTERESTING FACTS.

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety are concerned. Employees of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on through trains.

Dining Car service unexcelled. Meals served a la Marte.

In order to obtain this first-class service, ask the ticket agent to sell you a ticket over

THE WISCONSIN CENTRAL LINES

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

For any further information call on any ticket agent, or correspond with

J. C. POND, General Pass. Agent, Milwaukee, Wis.

or JAS. A. CLOCK, General Agent, 246 Park street, Portland, Ore.

Provincial News.

LILLOOET.

More bullion came down the Bridge river trail Tuesday last. It was a small chunk from the Lorne mine, about $700. That is about the weekly salary this now famous mine yields its owners.

GREENWOOD.

Definite news has been received that the tracklaying will be completed into Greenwood in about five days, and that freight will be delivered three days afterwards. The tracklayers will continue right through to Midway without delay.

ASHCROFT.

Mrs. and Miss Campbell, from Horsefly, left for the Coast on Wednesday. Mrs. and Miss Campbell are on their way to their home in California, after a pleasant summer spent with Mr. Campbell in Horsefly.

Mr. R. H. Hall, of the Hudson Bay Co., and Mr. C. Tetley, of Vancouver, who is the agent for the Cottonwood Colonial Co., near Quesnelle, registered at the Grand Central on Tuesday night. Mr. Hall is on his way to the Coast, after a tour of investigation through the western part of the province. In response to an inquiry as to condition of the Omenica mines, Mr. Hall stated that everything was looking well so far as he knew. The Forty-third Milling & Mining Co. had everything ready for an early start with their elevators next season, but would not be able to make more than a very short run this season. The St. Anthony Co. had one good work, and their plans were well along for hydraulicing. Capt. Black was working on Black gulch with a canvas hose and a force of ten men, and reported as doing well. When Mr. Hall came through, a new strike of coarse gold on Robertson creek, a tributary of the Nation river, was reported, but Mr. Hall did not know of its extent or value. Of the Cottonwood mine, Mr. Tetley says work has been rushed along as rapidly as possible, and that hydraulicing will commence in the spring. Mr. Betts, the engineer, has done good work, but has met with diffienlt engineering problems.

REVELSTOKE.

Mr. Beach, of the Boston and B. C. Copper Mining & Smelting Co., says we are going to have a steamboat service on the Columbia river above Revelstoke when navigation opens next spring, and the construction of a smelter will be commenced by that time.—Kootenay Mail.

Last week a couple of Chinamen were arrested for robbing gardens, and their plunder, potatoes and cabbage, was found in their shack. See Sick and Lou Wong were their names, and Magistrate Fraser, who heard the case, remarked that for the next three months they could find out if the air of Kamloops jail would make Wong See Sick.

At an adjourned meeting of the city council held on Wednesday the sidewalk question was again discussed at some length. As a result of the meeting the public works and property committee was instructed to proceed with the building of a sidewalk from corner of McKenzie avenue and First street to corner of King and Front streets, to be paid out of the money raised by debentures, said work to be done by contract.

The C. P. R. section foreman at Clanwilliam, John Mak, went to sleep on the railway track on Monday last and was knocked off by a passing freight train. He lay by the side of the track for 20 hours before he was noticed by the crew of another freight train, which picked him up and fetched him to town. Dr. Cross attended to his wounds and sent him to the hospital, where he is at present and doing well.

Last Tuesday a section hand named Wilson, while working on the top of a snowshed near Glacier, fell through the roof of the shed on to the track beneath and broke two of his ribs. He was brought down here and his injuries attended to by Dr. Cross, who placed him in the hospital.

VERNON.

Any doubts that may have been entertained regarding the success of our fall show this year were at once dispelled when the doors of the exhibition building were thrown open on Tuesday afternoon. "Better than ever" was the general verdict, and the contented smile which rested on the faces of the president and secretary as they listened to the spontaneous outbursts of delight and appreciation betokened that they had met their reward for long continued effort. It affords us more than ordinary pleasure to be able to state without fear of contradiction that since the first show held by the Oganagan and Spallumcheen Agricultural Society in 1891 there has been none more worthy of praise than that just over. A distinct advance has been made in many lines exhibited and this was notably the case in the sections devoted to fine arts, floral and fancy work. The vegetables displayed in almost reckless profusion were the first exhibits to catch the eye as the visitor entered the building, and the opinion was freely expressed that such a creditable accumulation of potatoes, turnips, carrots, cabbage, beets and other roots had never before been gathered together in this district. The exhibition was opened about half past three o'clock on Tuesday afternoon by Mr. Howitt Bostock, M. P., who expressed his pleasure at being present, but regretted that the arrangement which, at the request of the association, he had made with Hon. Sydney Fisher, minister of agriculture, to open the show had fallen through. Mr. Bostock expressed the hope, however, that before his return east Mr. Fisher would be able to see this important agricultural section of the province which possessed so many possibilities and advantages.—Vernon News.

A successful hunt was completed last week by E. T. Drake, of Victoria, who, under the guidance of Dell Thomas and Alphonse Deschamps, made a month's trip up Harris creek, during which he secured four grizzly bears and two caribou.

Clyde Stansfield, of Shuswap, appeared on Monday before Justices of Peace Tronson and Meyer charged with running over a little boy, the son of E. C. Thompson. It appears that Mr. Stansfield was driving rapidly past the school and the lad was knocked down by the team and severely bruised. The magistrates gave the culprit a severe lecture and inflicted the costs of the case upon him, including the charge for medical attendance upon the boy, who fortunately has now fully recovered from his injuries.

The death of Mr. Jas. M. Morden occurred suddenly last Monday afternoon at his home on Okanagan Lake. Deceased had been a resident of this district for about nine years, and was well known from his connection with the Morning Glory mine, of which he was the discover. He was about 66 years of age, and had always enjoyed most robust health.

AMERICAN OFFICER'S CRIME.

Washington, Oct. 2.—President McKinley has approved the sentence imposed by the court-martial on Capt. Obelin M. Carter, corps of engineer, U. S. A. The verdict of the court was as follows:

"And the court does therefore sentence the accused Capt. Obelin M. Carter, corps of engineer, U.S.A., to be dismissed from the service of the United States, to suffer a fine of $5,000, to be confined at hard labor at such place as the proper authorities may direct for five years, and the crime, punishment, name and place of abode of the accused to be published in the newspapers in and about the station and the state from which the accused came, or where he usually resides."

Charges were preferred against Capt. Carter by Gen. John H. Wilson, chief of engineers, December 13, 1897. These charges were made after the investigation by a board of engineer of the river and harbor works at Savannah, Ga., and other points in that district, which had been under the supervision of Capt. Carter. The charges mainly consisted of a declaration that Carter had entered into a conspiracy with other persons to defraud the United States. It was alleged in the charges that Carter and certain parties had defrauded the United States out of from $1,000,000 to $2,000,000. The trial of the charges by a court-martial, over which Gen. Otis, now commanding in the Philippines, presided, lasted several months.

HONEST ADVICE FREE TO MEN.

The Times is requested to publish the following: All men who are nervous and debilitated or who are suffering from any of the various troubles resulting from overwork, excess or youthful errors, are aware that most medical firms advertising to cure these conditions cannot be relied upon. Mr. Graham, a resident of London, Ont., living at 437½ Richmond street, was for a long time a sufferer from above troubles and after trying in vain many advertised remedies, electric belts, etc., became almost entirely discouraged and hopeless. Finally he confided in an old Clergyman who directed him to an eminent skillful physician, through whose skillful treatment a speedy and perfect cure was obtained.

Knowing to his own sorrow that so many poor sufferers are being imposed upon by unscrupulous quacks, Mr. Graham considers it his duty to give his fellow-men the benefit of his experience and assist them to a cure by informing anyone who will write to him in strict confidence where to be cured. No attention can be given to those writing out of mere curiosity but any one who really needs a cure is advised to address Mr. Graham as above.

POLAR EXPLORATION.

Berlin, Oct. 2.—Dr. Nansen was interviewed to-day regarding the probable outcome of the present polar expedition and those planned. He said they would doubtless increase the sum of human knowledge, but he did not believe the poles would be reached in the present state of human capacity and means, all of which are wholly imperfect.

Dr. Nansen added that the poles will probably not be reached even if international co-operation is practically and systematically carried out, as looks likely as the result of the present congress. He was asked whether he would go on another polar enterprise, and he threw up his hands and laughingly shouted: "No." Then he added, musingly: "Unless special circumstances arise."

BANK OF ENGLAND RATE.

(Associated Press.)

London, Oct. 3.—The Bank of England's rate of discount has been raised from 2½ to 4½.

The Monongahela River Coal and Coke Co., and the many other concerns which have been doing business at Pittsburg district for years have ceased to exist. The firms are now merged into one great combine and all business will be transacted with the Monongahela River Coal and Coke Co. The capital stock is $40,000,000.

The Nile is now at the lowest point of which there is any record. Some 200,000 acres are hopelessly beyond irrigation and the river is still falling.

NO CURE FOR BRIGHT'S DISEASE

In its Advanced Stages—Why? The Only Hope is Early Treatment with Dr. Chase's Kidney-Liver Pills.

To understand Bright's Disease is to know that in its advanced stages it is past the reach of human aid. The cells of the kidneys undergo a wasting change, which leaves them dead so far as performing their functions is concerned.

What a terrible death! Just think of having the kidneys dead. Think of the poisons left in the system when these organs could no longer perform their duties as filters of the blood.

It would be difficult to conceive of anything more dreadful, and yet this is the goal to which every case of neglected kidney disease must lead.

When the back aches, when urinating is difficult or too frequent; when there are deposits in the urine after standing for 24 hours, there is no time to lose in procuring Dr. Chase's Kidney-Liver Pills.

It is not claimed that they will cure Bright's Disease in its last stages. They are an absolute cure for kidney disease, and so long as the kidneys are not entirely wasted away they will give new strength and vigor and enable them to resume their duties of filtering the blood.

Dr. Chase's Kidney-Liver Pills will stop backache and headache in short order by removing the cause, and will positively prevent Bright's Disease. One pill a dose; 25c. a box. At all dealers, or Edmanson, Bates & Co., Toronto.

MUNYON TO THE RESCUE

The Sick and Suffering Do Not Appeal to Him in Vain.

THE NUMBER CURED

Increases Each Day, Until a Record Has Been Made That

ASTONISHES EVERYBODY

The Victims of Disease Who Have Been Restored to Health Bless the Name of Munyon.

Mr. H. Friend, until lately employed at the Maple Leaf Laundry, Winnipeg, Manitoba, says: "A succession of colds developed into catarrh of the head. It was not of a severe type, but sufficiently bad to be uncomfortable. One dose of Munyon's Catarrh Remedy gave relief, and I am now quite free from the trouble and can certainly recommending this remedy."

Munyon's Rheumatic Cure seldom fails to relieve in one to three hours and cures in a few days. Price 25c.

Munyon's Dyspepsia Cure positively cures all forms of indigestion and stomach troubles. Price 25c.

Munyon's Cold Cure prevents pneumonia and breaks up a cold in a few hours. Price 25c.

Munyon's Cough Cure stops coughs, night sweats, allays soreness and speedily heals the lungs. Price 25c.

Munyon's Kidney Cure speedily cures pains in the back, loins or groins, and all forms of kidney disease. Price 25c.

Munyon's Nerve Cure stops nervousness and builds up the system. Price 25c.

Munyon's Headache Cure stops headache in three minutes. Price 25c.

Munyon's Pile Ointment positively cures all forms of piles. Price 25c.

Munyon's Blood Cure eradicates all impurities of the blood. Price 25c.

Munyon's Female Remedies are a boon to all women.

Munyon's Catarrh Remedies never fail. The Catarrh Cure—price 25c.—eradicates the disease from the system, and the Catarrh Tablets—price 25c.—cleanse and heal the parts.

Munyon's Asthma Remedies relieve in three minutes and cure permanently. Price $1.

Munyon's Vitalizer, a great tonic and restorer of vital strength to weak people, $1.

A separate cure for each disease. At all druggists, mostly 25 cents a vial.

Personal Letters to Prof. Munyon, 1505 Arch St., Philadelphia, Pa., U. S. A., answered with free medical advice for any disease.

FOREIGN COAL SHIPMENTS.

Following are the foreign coal shipments for the month ending 30th of Sept., 1899:

New Vancouver Coal Co.'s Shipping.

Date.	Vessel.	Destination.	Tons.
2—88.	Titania,	San Francisco	5,006
4—88.	San Mateo,	Pt. Los Angeles	4,450
7—88.	Robt. Adamson,	'Frisco	4,522
9—88.	Mineola,	Pt. Los Angeles	3,462
9—88.	Wigwam,	San Francisco	18
14—88.	Titania,	San Francisco	5,106
19—88.	San Mateo,	San Francisco	4,419
21—88.	Robt. Adamson,	'Frisco	4,580
23—88.	Mineola,	Pt. Los Angeles	3,465
25—88.	New England,	Alaska	42
26—Bk.	Theobald,	Honolulu	1,488
28—88.	Titania,	San Francisco	5,105
		Total	41,753

Wellington Shipping.

Date.	Vessel.	Destination.	Tons.
2—88.	Wilammete,	San Francisco	3,200
5—88.	Bristol,	Dutch Harbor	2,600
14—Glory of the Seas,		San Francisco	3,450
14—Signal,		San Francisco	670
15—88.	Wellington,	San Francisco	2,550
22—Colorado,		Alaska	1,700
24—88.	Bristol,	San Francisco	1,250
28—88.	Wellington,	San Francisco	2,950
28—Tellus,		San Francisco	3,800
		Total	21,870

Union Shipping.

Date.	Vessel.	Destination.	Tons.
9—88.	Wellington,	San Francisco	1,446
9—88.	Bristol,	San Francisco	200
30—88.	Bristol,	San Francisco	1,180
		Total	2,826

RECAPITULATION.

New Vancouver Coal Co.

Six months ending June 30	234,058
July	35,748
August	39,370
September	41,753
Total for 9 months	352,929

Wellington Colliery.

Six months ending June 30	96,612
July	14,054
August	12,970
September	21,870
Total for 9 months	145,506

Union Colliery.

Six months ending, June 30	45,515
July	6,420
August	6,857
September	2,826
Total for 9 months	61,618

EXPORTS TO THE STATES.

Hon. A. E. Smith, United States consul, furnishes the following report of the exports from the Victoria consular district for the quarter ending September 30:

Gold bullion and gold dust	$156,975 84
Hemp and paper stuff	616 82
Hides	37,829 26
Household goods	2,727 50
Junk	1,900 10
Liquors	31,582 11
Oat hulls	110 70
Ore (gold, silver and copper)	14,565 30
Plaster casts (Indian masks)	992 50
Sacks	252 50
Salmon	183 50
Yellow sheathing	1,266 33
Total	$248,612 46

ITCHING PILES.

False modesty causes many people to endure in silence the greatest misery imaginable from itching piles. One application of Dr. A. W. Chase's Ointment will soothe and ease the itching, one box will completely cure the worst case of blind, itching, bleeding or protruding piles. You have no risk to run for Dr. A. W. Chase's Ointment is guaranteed to cure piles.

The opening of lectures at La Salle University, Quebec, took place yesterday with celebration of the mass of the Holy Ghost in the new Basilica. The papal ablegate officiated pontifically.

A volcano is reported to be in eruption about twenty miles from Denver, Col.

Mining News

Around Trout Lake.

The strike on the Towser where the lead was exposed by sluicing operations, is from 18 inches to two feet of solid ore.

Messrs. Moore and Moyer are working steadily on the Ethel. From samples brought down it appears that the new strike on this property is ore which will stand the test as regards value with any of the high grade properties in the country.

Ten miles of trail have been built by the company owning the Empire group. A log cabin is under construction, and one more is to be commenced in a few days. A fine showing of ore is exposed on the property, and 10 men are at present engaged working on it.

Whilst blasting out some rock in building a switch at Lardo on Monday the constructors of the Canadian Pacific railway uncovered a six-foot ledge of fine ore. The strike is on the Dewey Mineral claim, owned by Messrs. Hancock, Pogue and Piper. It is on the Lardo townsite.

News from Franklin Camp.

The news from Franklin camp, on the east fork, continues to be of the most satisfactory character. George L. Wolf returned early last week, having gone in to take a lot of supplies. He brought down a large lot of samples from the different prospects. He says the showing on Frank McFarlane's claim, the Banner, is finer than ever. An open cut has been run across 25 feet of the ledge and on the foot wall there was found a body of fine galena, carrying some copper from three to five feet wide.

Mr. Wolf and his associates are developing the Homestake and Deadwood. A shaft was down 14 feet when he left camp, and was in solid gold quartz. The finest looking ore was taken from an opening made on the Deadwood.

Mr. Wolf says there are 25 men working in the camp, and that many of them are preparing to remain all winter.—Grand Forks Miner.

The Boundary Country.

The Gold Bug, near Greenwood, is clearing ground for an aerial tramway. A carload of ore is being shipped on the Trail smelter.

The tunnel on the Bonanza on Greenville mountain, near Gladstone, is in 36 feet and is looking well.

The crosscut in the Morrison in Deadwood camp at the depth of 220 feet is 66 feet in ore, and has not yet struck the hanging wall. The values average $12 in gold and three per cent. in copper.

Railway graders have opened up another fine ore body on the Oro Denoro, in Summit camp. The main shaft is now down 185 feet, and it is expected that ore shipments can commence as soon as the spur reaches the property.

A force of men are at work on the Sultana on Red Light mountain. A tunnel has been driven 10 feet, and a fine ledge of iron ore encountered. The supposition is that it is the continuation of the Yankee Girl ledge.

Work has been started on the big Seattle claim, on the north fork of Kettle river. Options from those interested have been obtained and placed in the hands of a trustee. The claim has a ledge from 50 to 350 feet wide, and was located by Robert Clark, one of the litigants. Great things are expected as a result of the work now going on.

In 63 days 12 gold bricks, worth $5,940, were turned out of the mill of the Camp McKinney Mines, Limited, owning the Granite and Banner claims. This was done with a 5-stamp battery, the capacity of which will be doubled shortly. About 15,000 tons of $14.50 ore is estimated to be in sight in the mine.

About 11,000 tons of ore are now blocked out in the Jewel mine in Long Lake camp, and about 500 tons on the dump. Thus far over 1,000 feet of shafts, drifts, upraises, etc., have been done, and the property is expected to be put on a dividend paying basis next year, when the cyanide plant is in operation.

The Monarch, in Greenwood camp, which has been developed with a force of men, is showing up as one of the big properties of the country. A crosscut was made at a depth of 10 feet, with values in pay ore of 10 per cent. copper and $40 in gold.

J. Edwards Leckie, on behalf of Montreal parties, has bonded the Yankee Boy and the Bell. The consideration is $25,000. The properties are on Hardy mountain, three miles from Grand Forks. Assays from the face of the 100-foot tunnel at a depth of 100 feet on the Yankee Girl average values of $50 in gold per ton. The values obtained from ore from the bottom of the 60-foot shaft on the same claim average $71 in gold per ton.

The Pathfinder mine will shortly make an experimental 10-ton shipment to the Trail smelter. There are now over 400 tons of ore on the dump. In clearing the ground last week for a new working double compartment shaft, a new ledge was encountered, showing as far as opened up six feet of clean ore. The other shaft, 60 feet distant, is down 150 feet, and in the crosscut at the 50-foot level there is 14 feet of ore. In another working the crosscut from the drift is 17½ feet in ore.

A strong aggregation of Greenwood capitalists have secured control of the Review mine on Myers creek. The second payment on account of the bond has been made. The Review has developed into the best property on Myers creek and one of the best in the mining belt. A 400-foot tunnel runs along the ledge. A crosscut running from the foot to hanging wall is 46 feet wide. A winze has been sunk 180 feet from the mouth of the tunnel. This winze will be continued to the 100-foot level when drifts and crosscuts will be run. The vein is well defined and the ore values are high, running to $135 in gold. The ore is free milling and concentrating.

East Kootenay.

There are now 61 men on the payroll of the Lake Shore mine.

The carpenter work on the St. Eugene concentrator building is nearly finished, and the work of installing the machinery is progressing.

The work now going on in the vicinity of Tracy and Lewis creeks is of the most satisfactory character. New strikes are reported most every day.

The Hall Mines have bonded the Black Prince claims situated on Boulder creek from Joseph Lake and Troyer. The deal was put through by F. M. Chadbourn, representing the Hall Mines people. This property adjoins the Jupiter Star, and is in the neighborhood of the Delos mine.

Messrs. Osler and Hammond, of Toronto, have taken a bond on the Delphine group of mines near Windermere. The figures were not made known.

Several men are now at work on the Swansea group. A new crosscut tunnel has been started which will be 250 feet long, and will tap the ledge at a depth of 200 feet.

Work on the Chickamun Stone is going right ahead, and there is no let up to the work. As development proceeds the ore body appears to be getting stronger.

Moyie's payroll is increasing every month. That of July was several thousand dollars more than for June, that of August a great deal larger than that of July. Last week the St. Eugene Mining Company paid its men in the neighborhood of $6,500, and the Canadian Gold Fields Syndicate, operating the Lake Shore mine, nearly $3,000.

There are 10 men now at work on the Silver Thread. The development consists principally of surface work, although a tunnel has been driven for a distance of 30 feet. The ledge proper is six feet in width. It is the intention of the owners to start a tunnel on the property about one mile from the present workings, and this will be driven for 700 feet, or far enough to determine the value of the property.

Charles Bielenberg has bought the one-third interest of Robert Reed in the following claims, adjoining the Montana claim on Lewis creek: Howard and Clara and the King Soloman, adjoining the Minnie M. and Tiger. The consideration is understood to be $1,500. Mr. Bielenberg is already owner of one-third interest in these properties, therefore by this purchase he secures control.

The owners of the Estella group have given an option for a bond on all of their properties on Tracy creek to E. H. Thurston. The properties are the Estella, Skylark, Morning, Rover, Dog Star, Cashier, Alice and Mountain Daisy claims. The payments cover a period of over two years and make a total of $150,000 for the property. In addition to this the owners are to transfer free of charge two acres of the townsite of Tracy, or sufficient ground upon which to build a concentrator. This deal, when consummated, will be the most important which has ever taken place in this vicinity. The Estella group is one of the best known properties in the Fort Steele district, and is no doubt the best developed. In all there is about 1,000 feet of work done in tunnel and shaft.

Seal Brand Coffee

(1 lb. and 2 lb. cans.)

Every grain is pure and developes LIQUID FRAGRANCE.

The Seal is our Guarantee. Accept none without it.

CHASE & SANBORN,
MONTREAL AND BOSTON.

GET YOUR MONEY'S WORTH

AND SMOKE

Three Grades: **Mild, Medium Strong and Full Strength**

Three Sizes: 1/5's, 1/9's and 1/15's.

HERMETICALLY SEALED TINS.

1899

Provincial Exhibition

UNDER THE AUSPICES OF

The Royal Agricultural and Industrial Society of British Columbia

WILL BE HELD AT

New Westminster

October 3rd, 4th, 5th and 6th

$15,000 - - IN PRIZES - - $15,000

OPEN TO THE WORLD

A Round of Pleasure for Four Whole Days

HORSE RACES, BICYCLE RACES, CHAMPIONSHIP LACROSSE, AQUATICS, NAVAL AND MILITARY SPORTS, GYMKHANA, BASEBALL, FOOTBALL, BAND TOURNAMENT

MAGNIFICENT ILLUMINATIONS.

Grand Concert each evening. Special attraction at the New Westminster Opera House. Monster Excursions from all points, at greatly reduced rates. For special features see small handbills. No entrance fee charged for Exhibits.

Executive—His Worship Mayor Ovens, T. J. Trapp, W. J. Mathers, Geo. D. Brymner, R. F. Anderson, Ald. J. F. Scott, Ald. M. Sinclair.

For Prize Lists, Entry Forms, and full particulars, write to

T. J. TRAPP, President. ARTHUR MALINS, Secretary. W. H. KEARY,

To Ladies Only.

Are you one of those who find work a burden? You used to do it easily, without effort, but now you always feel tired and worn out whatever you attempt. Are you nervous, irritable, suffering from pain anywhere? Are you troubled with organic or functional disorder, acute or chronic? If so, know for a certainty that you can be made vigorous, bright, strong and healthy by consulting personally, or by letter, free of charge,

The Women's Health Agency of Paris,
Western Branch—Seattle, Wash.

FOR MARRIED LADIES.

"SURÉMENT" the latest French Discovery. Price, $2 per box (1 month's treatment).

BOTANIC PILLS, 50 cents per box.

Chief Depot, Dr. De Lambert's Pharmacy, Quartier Latin, Paris.

LADY AGENTS WANTED.

Address P. O. Box 1375, Seattle, Wash.
Remedies mailed to any address.

JOHN MESTON

Carriage Maker, Blacksmith, Etc.

BROAD ST., BETWEEN PANDORA AND JOHNSON.

Notice to Contractors.

Tenders will be received up to 12 o'clock noon of Tuesday, 10th prox., for stone and brick building on corner of Government and Broughton streets.

Plans and specifications can be seen at my office.

Lowest or any tender not necessarily accepted.

THOMAS HOOPER,
Architect.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

In the Matter of the Quieting Titles Act,

—and—

In the matter of the Northerly part 11x80 feet of subdivision (4) of Town Lots (618) and (619), Block (M) and the Northerly part 11x80 feet of subdivision (8) of Town Lots (602) and (603) Block (M) in the City of Victoria, in the Province of British Columbia, formerly the property of Nicolai Caspersen Matthiesson or his heirs.

Whereas, By an order of the Honorable Mr. Justice Drake, dated the 14th day of August, 1899, made upon the petition of Charles Hayward, it was directed that a declaration of title do issue to the petitioner declaring him to be the legal and beneficial owner in fee simple in possession of the lands above mentioned, unless a statement of adverse claim be filed as hereinafter mentioned. Notice is hereby given that any person having or pretending to have any title to or interest in the lands above described, or any part thereof, is required within three months from the date hereof to file a statement of his claim with the Registrar of the Supreme Court at Victoria, pursuant to the above act, and that in default of such statement a declaration of titles as in the said order directed will issue to the said Charles Hayward.

Dated the 16th day of August, 1899.

YATES & JAY,
Solicitors for the Petitioner.

CERTIFICATE OF IMPROVEMENT.

LATCHBROOK AND STAR MINERAL CLAIMS.

Situate in the Clayoquot Mining Division of Alberni District. Where located: Deer Creek, Tofino Inlet, Clayoquot.

Take notice that I, Charles Hayward, Free Miners' Certificate No. B19,953, intend, 60 days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 3rd day of September, 1899.

Esquimalt & Nanaimo Railway Company.

NOTICE.

The annual general meeting of the shareholders of the Company will be held at the Company's office, Victoria, on Wednesday, the 4th day of October next, at 11 o'clock in the forenoon.

CHAS. E. POOLEY,
Secretary.

Dated Victoria, 7th September, 1899.

The Union Colliery Company of British Columbia, Limited Liability.

NOTICE.

The annual general meeting of the stockholders of the Company will be held at the Company's office, Victoria, on Wednesday, the 4th day of October next, at 11 o'clock in the forenoon.

CHAS. E. POOLEY,
Secretary.

Dated Victoria, 7th September, 1899.

APIOL & STEEL PILLS for Ladies.

A REMEDY FOR IRREGULARITIES.

Superseding Bitter Apple, Pil Cochia, Pennyroyal, &c.

Order of all chemists, or post free for $1.50 from EVANS & SONS, LTD., Victoria, or MARTIN, Pharmaceutical Chemist, Southampton, Eng.

SEAMEN'S INSTITUTE

STORE STREET, VICTORIA, B.C.

OPEN FROM 8 P.M. TO 10 P.M.

The Institute is free for the use of Sailors and shipping generally. Is well supplied with papers and a temperance bar. Letters may be sent here to await ships. A parcel of literature can be had for outgoing ships on application to manager. All are heartily welcome.

The Murder of Mrs. Bings

No New Developments--The Police Following Up Every Clue.

Clairvoyant Pictures the Tragedy, the Murderer and His Route.

There is absolutely nothing new to report in connection with the horrible murder of Mrs. Bings on the Indian reserve on Friday night. The provincial and city police forces are combining their efforts in a systematic search and are carefully following up every likely avenue to the detection of the perpetrators of the deed. That this is difficult work can easily be imagined. The vast territory requiring to be watched, the chances of eluding arrest, which every succeeding hour increase, are all against the police in their work, but under the direction of the heads of the department the task is being performed with a carefulness which it is hoped will bear fruit in the arrest of the murderer.

The funeral of the murdered woman is taking place from the family residence, Victoria West, as the Times goes to press. The remains will be interred in Ross Bay cemetery.

Miss Harris, who lives with her mother on Milne street, was placed into a hypnotic trance yesterday afternoon and taken by Dr. Dumain to the scene of the murder. She was followed by a large crowd whose morbid curiosity scarcely became them, over the supposed route taken by the murderer.

Last evening a Times reporter called at Mrs. Harris's house, where although the occupants were in bed asleep, he was finally admitted by the mother. At his request the girl was awakened and the following strange interview took place. Psychologically speaking the interview was sensational in the extreme. The girl with quick erratic movements answered in jerks the questions put to her, and it was very evident that she was still under the influence of some power that was forcing her to tell her story. From her general behavior it would seem she was under the same hypnotic influence that had caused her to describe the movements of the murderer as she had seen them in her so-called trance in the afternoon, when the easily impressed crowd were carried away by her occult demonstrations.

To say that the girl is the easy victim of any more strongly minded individual would be putting it mildly, for during the conversation, her questiner, thinking carefully out an answer put a question to her, and concentrating his entire force of will upon the question and answer required, the girl in reply answered exactly as wished, which goes to prove that in the afternoon she was influenced to give voice to a cleverly concocted story, which though strangely descriptive, lacked detail.

Finding that the girl on arising from her slumber was in exactly the same state, that is to say, still under some powerful influence, she was allowed to repeat the story as was told in the afternoon, with occasional interruptions.

"Where, after the influence had been brought to bear on you, did you find yourself?"

"Standing looking at the body of the murdered woman, which had nothing on but the stockings. The man then removed them, and after wiping his hands on them proceeded to cross the bridge, not looking back until he almost reached the middle. He crossed over on the left hand side, and about the centre of the bridge he took from his pocket the stockings and threw them over into the water. He was dressed in a dark suit of clothes, with a striped plaid shirt, a slouch hat of some dark material, and there was a patch on the knee of the right leg of his trousers. He had a growth of hair on his lips and cheeks, but his chin was clean. He proceeded across the bridge and hid for some few minutes behind some cars at the depot. Passing through the small gate he sneaked along by the Queen's Hotel, crossed Johnson street through the lower alley to Yates, quickening his footsteps as he went. Turning to the right down Yates he made for the water through one of the wharves, searching for a boat. In fact the idea to get away on a boat was uppermost in his mind, as soon as he had left the bridge. He came up from the water and skirted along Wharf street, hesitating at Jones's boathouse, where he again searched for a boat. From there he went on to James Bay bridge, stopping about three-quarters of the way across to remove his coat, and here it was that I saw he had a patch on the right elbow of his shirt. His intentions here were evidently suicidal, but on second thought he replaced his coat and proceeded across the bridge, turning to the right and going down the bank, again looking for a boat. From there I saw him go to Baker and Colson's wharf, and then towards the Charmer, always searching for a boat."

Asking the girl if he met anyone here, she said: "Yes, a lady, and in order to avoid her he crossed the road."

Here comes the part where the interrogator thought of obtaining an answer suggested by himself. He asked if the woman was dressed in a light brown cloak, white shirt waist and dark skirt, to which Miss Harris replied: "Yes, that is how I see her." From there she said the man retraced his steps until he again arrived at Jones's boat house, where she says she was brought back to her normal state by Dr. Dumain.

It is a very clever story, put into her mind at the instigation of some strong-minded party and serves to show what influence some individuals have over weak and semi-witted beings who are made victims of the worst form of hypnotism.

This afternoon the girl is going over the ground again, conducted by her mother and Dr. Dumain, and more sensational details are looked for.

—Victoria Cafe for cheap lunches. *

THE YACHTS FAIL TO FINISH.

Continued from page 1.

draw the better. The balloon jib on the Columbia does not draw well.

No. 14.—11:43 a.m.—The Shamrock appears to have a little better the wind and is increasing her lead. The excursion boats are closing up and appear to be crowding the racers. They have taken all the wind out of the Columbia's sails. The Shamrock has a full breeze and is not affected by the excursion fleet.

No. 15.—11:45 a.m.—The Columbia is now almost becalmed by excursion boats following up.

No. 16.—11:48 a.m.—The Shamrock continues to increase her lead.

No. 17.—11:52 a.m.—The Shamrock leads by over a quarter of a mile.

No. 18.—11:58 a.m.—The Shamrock is still increasing her lead. The Shamrock is now leading by half a mile.

No. 19.—12:05 p.m.—The wind is now about eight miles an hour and decreasing.

The Columbia Ahead.

No. 20.—12:14 p.m.—The Columbia took in her spinnaker and changed her mailsail over to port, while the sheet of the balloon jib was also hauled over the stay and the big sail set to port. The change in the Columbia's sail was the best thing she had done up to this time, for she began to rapidly overhaul the Shamrock.

The Columbia is ahead.

No. 21.—12:25 p.m.—The stake boat is anchored east of Elberon. The Columbia is now gaining rapidly on the Shamrock. Both boats have jibed. The Columbia is increasing her speed and has now passed the Shamrock.

No. 22.—The Columbia was about fifty yards ahead of the Shamrock, but did not seem to be able to drop her rival to any great extent. The wind had backed to the northward so that neither boat could set their spinnaker to starboard. Off shore the wind seemed to have decreased to seven knots, and the yachts were going toward the mark in a broad reach with a balloon jib set.

No. 23.—12:44 p.m.—The Columbia at this time is over a half a mile in the lead, and seemed to be dropping her rival rapidly.

Challenger Improves Her Position.

No. 24.—Long Branch, 1 p.m.—The Shamrock appears to be gaining slightly. The wind is freshening.

No. 25.—Galilee, 1:10 p.m.—The Columbia now leads the Shamrock by two minutes and nine seconds, and is evidently running away from her rival again. As the wind pick up the Columbia moves faster.

No. 26.—Galilee, 1:15 p.m.—The Columbia now leads by three minutes and ten seconds. The wind is freshening.

No. 27.—Highlands—The Columbia turned the stake boat at 1:38 p.m., the Shamrock at 1:40.

No. 28.—Asbury Park, 1:28 p.m.—The Shamrock has decreased the Columbia's lead, but the Columbia is now making excellent progress with the assistance of her baloon topsail. The distance between the yachts is a quarter of a mile.

No. 29—Long Branch, 1:46 p.m.—The Columbia is pulling away from the Shamrock. Both are still on the port tack. The wind is freshening from the northeast.

No. 30.—Highlands, 1:59 p.m.—The Shamrock again tacked to starboard and the Columbia followed suit. Again the Shamrock stood on the starboard tack for 20 seconds, when she swung to port, followed soon after by the Columbia. Within four minutes both boats made four tacks, and the race is a hot one.

No. 31—2:10 p.m.—The wind has decreased until it is now about five miles an hour. The Shamrock appears to have passed the Columbia. Both yachts have now gone about on the starboard tack. It is still very hazy off towards the boats.

No. 32.—2:28 p.m.—The Shamrock and Columbia are now standing in on the starboard tack and are surrounded by an immense fleet of excursion boats, which are disregarding rules by going ahead. They are impeding the progress of the yachts, which are so surrounded by the fleet as to apparently completely blanket them.

No. 33.—Long Branch—The Columbia is lying down in grand style. There seems to be a good breeze off the shore. The Shamrock is lying down more than at any time during the race. She seems to have a stronger breeze than the Columbia.

The Shamrock is now standing on the port tack. The Columbia is also on the port tack. The Columbia is leading by a small margin.

No. 33.—2:43 p.m.—The Shamrock and Columbia are on the port tack. Both are doing fine work. The Shamrock is evidently trying to out-jockey the American boat. The Shamrock is to leeward. The yachts are just now turning to the starboard tack again.

No. 34.—2:56 p.m.—The Columbia turned on the port tack and the Shamrock is standing in on the starboard tack. The Columbia is losing ground at this time. The Shamrock has struck a fresher breeze off shore on the port tack. The Columbia seems to be almost becalmed, while the Shamrock is going ahead. The excursion fleet is giving them better room.

No. 35.—2:58 p.m.—It looks at this time as though the Shamrock was on nearly even terms with her rival, if not ahead.

No. 36.—3:03 p.m.—The Shamrock now seems to be leading. The Columbia is stalled in a streak of calm. It looks as if the crew were unable to work her out of it. Her jibs are flapping, and there is scarcely wind enough to blow out her mainsail, while the Shamrock's sails are all drawing, and she is reaching fast. She is yet on her port tack, and is evidently following up her advantages by keeping there. The race may not be finished within the time limit.

No. 37.—Long Branch, 3:10—The following is the official time at the turn. Columbia, 1:38.45 Shamrock, 1:40.11.

No. 38.—Highlands off Navesink, 3:17—The boats are standing off the shore on the port tack about 7 miles from the lightship. The Shamrock is apparently leading. The race up to this time has been very close, and the boats were apparently more evenly matched than any two that ever sailed for the cup.

No. 39.—3:20 p.m.—The Columbia has pulled up on the Shamrock, apparently through a fortunate puff.

Race Still in Doubt.

No. 40.—3:24.—After carrying a puff of wind for half a mile the Columbia lost it and the Shamrock took it up and began to make up some of her lost ground. The race is still uncertain, and it is a toss-up which will win, or whether the race will be finished on time.

No. 41.—3:30.—When the yachts tacked to starboard they stood straight toward the Highland Light. The Shamrock, although somewhat astern, seemed to windward, but neither boat is making any material progress, as the wind is very light. The Shamrock had up to that time pretty thoroughly established the fact that she was the Columbia's equal, certainly in light weather, and at 3:30 it appeared that all that could save the Columbia from defeat was the expiration of the time limit.

No. 41.—3:34.—The wind is still light and the yachts are holding towards Highland Light on the starboard tack. By actual count there were 245 steam craft following or leading the racers, the largest floating excursion armada that has ever been seen from this point.

The Shamrock Again Leads.

No. 42.—3:37.—A most favorable slant of wind from the east let the Shamrock up on the Columbia. She seems to gain fifty yards on this move, then a minute later the Columbia caught the shift and she also headed up, but she did not hold it as long as the Shamrock, and could not therefore make the necessary gain.

No. 43.—3:46.—The wind has hauled to the northeast, a most favorable slant for the Shamrock, which enabled her to head up almost to the finish line.

No. 44.—3:55.—The yachts are five miles from the finish, with less than one hour to do the distance.

A Breeze Wanted.

No. 45.—3:56.—The racers are now off the Highlands. The Shamrock is slightly in the lead and to windward. There is still very little wind. A favorable shift of wind at the time seemed to be in the Columbia's favor and let her up a bit on her rival, but she could not hold it very long, and once more sagged off to leeward. It was a long exasperating heat, and particularly so to those on the Shamrock, for all they required was a five-knot breeze, holding steady, to give them a win.

No. 46.—4:03.—The most exciting feature of the contest now is the Shamrock's race against time for a win. At this time she is making about four miles an hour, but as she has five miles to go in 45 minutes, she seems to have little chance of defeating the Columbia today.

No. 47.—4:28.—The boats are about three miles due east of Highland Light. The Columbia has pulled up on the Shamrock, and is scarcely more than 200 yards behind. Both boats are standing on the starboard tack.

Yachts Becalmed.

No. 48.—4:38.—Both boats are becalmed about three miles off the Highlands, and about the same distance from the Lightship, and neither can finish in the time limit. They again swung to port, with the Shamrock on the Columbia's weather bow, not more than a hundred yards away.

No. 49.—4:45.—The time limit of five hours and a half expired at 4:45. At that time both boats were three miles east of the Highlands, and the same distance from the finishing line at Sandy Hook Lightship. The Shamrock is ahead.

No Race.

No. 50—4.45.—At the time the race was called off a person could toss a biscuit from the Shamrock to the Columbia.

No. 51—4.47—Both boats have taken in their jib topsails and signalled for their tugs.

—The Courses.

The conditions which govern the races are:

First race, windward or leeward and return.

Second race, an equilateral triangle.

Third race, similar to the first.

Fourth race, similar to the second.

Fifth race, similar to the first.

The course will be as nearly as possible thirty nautical miles.

The Governor-General.

The United States dispatch boat Dolphin had on board the Earl of Minto, Gov.-General of Canada and Lady Minto, Mr. and Mrs. Douglas Robinson, Colonel Treadwell and wife, August Belmont, and others.

When they came abeam a salute of thirteen guns was fired in honor of the Governor-General, and the flag of Canada raised to the masthead.

Owing to the governor's absence for the purpose of attending the ceremonies in Washington, in honor of Admiral Dewey, neither he nor Mrs. Roosevelt were aboard. The Dolphin weighed anchor at 10 o'clock and was among the last to go down the river.

In London.

London, Oct. 3.—While the most prominent yachtsmen are out of London, the interest in to-day's race for the America's Cup is manifest in many quarters. The afternoon papers give the event as much prominence as the Transvaal situation, some of them adopting American newspaper methods and bulletining the position of the yachts. This is an absolute innovation in British journalism. The generous attitude of the New York Yacht Club has done a great deal in wiping out the last trace of ill-feling.

Odds on Columbia.

New York, Oct. 3.—There was little betting around the hotels last night on the International yacht race. The odds quoted were $500 to $300 on the Columbia.

IN VICTORIA.

The progress of the race was watched with great interest by a large crowd which gathered outside the Times office early in the morning and remained there until the final bulletin was posted. The varying fortunes of the yachts were received with demonstrations of satisfaction and dismay as Shamrock and Columbian alternately led.

The final announcement that the race would not be counted was a great disappointment to the crowd.

There was but little betting on the event.

THE YACHTS.

Times readers will be interested in the following figures regarding the two yachts. The figures are correct as to Shamrock, and are very near to correct as to Columbia:

	Shamrock. Feet.	Columbia. Feet.
Length over all	127.9	131.4
Breadth, extreme	24.6½	24.2½
Length on water line	89.2	90
Overhang forward	17.2	20
Overhang aft	21.5	23
Mast over all	111	107.6
Boom	111	109.8
Deck to topmast head	145	141.6
Spinnaker pole	85	75
Freeboard	4.6	4
Displacement	160 tons	145 ton
Lead in keel	80 tons	65 ton

SOME PREVIOUS RACES.

1885—Puritan beat Genesta, 16:19.
Puritan beat Genesta, 1:38.
Mayflower beat Galatea, 20:30.
1886—Mayflower beat Galatea, 12:02.
1887—Volunteer beat Thistle, 19:23¾.
Volunteer beat Thistle, 11:48¾.
1893—Vigilant beat Valkyrie II., 5:48.
Vigilant beat Valkyrie II., 10:33.
Vigilant beat Valkyrie II., :49.
1895—Defender beat Valkyrie III., 8:49.
Defender beat Valkyrie III., :47.
Valkyrie III. withdrew.

Fighting May Begin To-Day

It Is Reported From Natal That Boers Will Commence Hostilities.

Burghers Are Massed in Large Numbers All Along the Frontier.

(Associated Press.)

London, Oct. 3.—A dispatch from Durban, Natal, announces that the Boers are expected to take the aggressive today.

Most alarming rumors are afloat there respecting their intentions.

A Chance to Accept Proposals.

London, Oct. 3.—While all dispatches from South Africa dwell upon the condition of wild excitement there, and the imminence of a general attack, there is little change in the situation, although the massing of Boers in all directions increases the tension.

The progress here seems to be very slow, and it must be weeks before Great Britain will be in a position to strike.

Although it is believed the British troops at the frontier and near it are sufficient to protect British territory, the government is certainly not showing any signs of haste in sending an ultimatum, and the cabinet is giving the Transvaal every chance to accept the latest British proposals.

PAYING FOR EXPERIENCE.

(Associated Press.)

Berlin, Oct. 3.—At to-day's session of the International Geographical Congress, and in the presence of a distinguished audience, including many colonial and other government officials, Mr. Poultney Bigelow discussed "Colonial administration in different parts of the world." The paper was received with marked favor.

Mr. Bigelow said in colonial matters the most important condition to-day was the unity among the whites, whether English, Russian, French or German. "In the far east," continued Mr. Bigelow, "the United States has now become the rival of Europe through the occupation of Manila. The Americans thus become next door neighbors to Hongkong, and were almost equally interested in the projected railway terminating at Kiao Chow. In common with Germany, however, the United States has experience yet to purchase, and from observations made during the war, I fear my country is learning her lessons at an extravagant price."

NOTES FROM OTTAWA.

(Special to the Times.)

Ottawa, Oct. 3.—In the supreme court to-day the case of Pacaud against the Crown was won by Pacaud. This arose out of the Baie des Chaleurs case. Ernest Pacaud was sued for $100,000. Judgment was given against him in all the courts below. The supreme court to-day allows the appeal with costs and the petition of rights was dismissed with costs to the appellant in all courts.

The government have no knowledge of the story published in the Military Gazette that Canada will send a contingent to the Transvaal.

MONTREAL MINING MARKET.

(Associated Press.)

Montreal, Oct. 3.—Stock market morning board: War Eagle, xd. 305, 299; Payne xd. 116, 113; Montreal and London xd. 55, 50; Republic xd., 118, 116. Sales: War Eagle, 2000 at 300, 3500 at 295, 7500 at 300 Payne 2000 at 113, 1000 at 113½, 2000 at 113, 250 at 113; Republic 4000 at 117.

AGRICULTURAL EXHIBITIONS.

New Westminster	Oct. 3, 4, 5, 6
Salmon Arm	Oct 9, 10
Kamloops	Oct. 11, 12, 13
Saanich	Oct. 19, 20

—Victoria Cafe for afternoon tea. *

An application was made to Mr. Justice Martin in the admiralty court this morning to apportion the salvage awarded to the Klondike Mining & Trading Transportation Co. for salvage services rendered by their steamer the Amur to the steamer City of Seattle. By a settlement of the action $2,900 will be paid to the plaintiffs and the captain will receive $100 and the engineers $100; the balance to go to the owners.

Steamer Queen City left for the West Coast last night.

—Richly cut glass and other beautiful goods for wedding presents. Weller Bros. *

—Victoria Cafe, Fort St., for breakfast. *

Provincial Fair

New Westminster's Annual Exhibition Easily Beats All Former Shows.

Entries Number 2,000 More Than Last Year--Splendid Collections of Exhibits.

(From a Staff Correspondent.)

New Westminster, Oct. 3.—Contrary to expectation, the Royal Agricultural and Industrial Society of British Columbia was favored with Queen's weather for the opening of the show which took place this morning. To-day is being occupied with the receipt of exhibits and placing the same.

In many of the departments, notably that of live stock, these are so numerous that the directors are hoping they will soon cease.

Judging is to commence at 2 o'clock, after which no entries will be received.

Judging by the number of entries, the show this year has almost doubled in proportions, there being 3,250 in all. This represents an advance of about two thousand over last year's show, while to judge from the steady influx of visitors, the gate receipts will reach a correspondingly high mark.

The dog show, which was a feature of former exhibitions, has been eliminated this year, as it was found to be expensive and lacking in compensating advantages. The building in which it was formerly held is being used for vegetables and field product exhibits.

The display of apples is rather smaller than in former years, though of equally good quality. To pears, the same remark applies, the lateness of the season militating against a good showing. The very feature mentioned, which caused a falling-off in apples and plums, was a distinct advantage to the plum exhibit, as it delayed ripening, and permitted placing varieties on exhibition which otherwise would have been past before the fair opened.

A notable showing of grapes is that from the gardens of T. G. Earl, Lytton, among them being a new variety, New Chatel, shown for the first time.

The district displays are a crowning feature of the inside section of the exhibition. The municipalities and associations competing are Kelowna, Ashcroft, Okanagan and Kent, with displays almost equal in excellence. The exhibits of Whiting Brothers, Burnaby, occupy almost all one side of the building, and are themselves worth visiting the fair to see. In the Kelowna collection there are over sixty varieties of apples, while the centre of the section consists of a huge block of raw tobacco, grown in that famed district.

Standard bred animals and roadsters predominate among horses, Clydesdales being lightly represented.

The accommodation for cattle is taxed to the utmost, and some Jerseys have been put among the horses. Two carloads of pure bred Ayrshires and Jerseys have been brought out by R. C. Elliott, New Durham, Ont., and will be auctioned at the close of the fair. They make a handsome herd, and it is thought provincial stock will suffer in competition with them.

The sheep and swine classes are fuller than ever.

Among Victoria firms exhibiting are Brackman & Ker, Okell & Morris, M. R. Smith, Albion Iron Works, while Mrs. Smith has a fine display of Singer work from the Victoria office.

The mineral exhibition also is largely increased, and there is a fine display from the experimental farm, Agassiz.

This morning was occupied with the trades and calithumpian parade, while the meeting of fire chiefs in the city was also a special attraction.

Personal.

P. P. Kelly, of Seattle, is at the Driard.

J. P. Crerar, of Ottawa, is a guest at the Driard.

R. H. Waltham, of Union, is at the Occidental.

O. M. Fox, of Rossland, is at the New England.

Rev. Canon Paddon was a passenger from Vancouver yesterday.

Charles Truelore, of Port Townsend, is registered at the Queen's.

Harry Rogers, of Nanaimo, is spending a few days at the Occidental.

Dr. Bailey, of Cumberland, B.C., is a guest at the New England.

John N. Evans, of Duncans, spent yesterday at the Dominion hotel.

Hon. Premier Semlin returned last night from a visit to the Mainland.

C. Steers was a passenger from Seattle by the Victorian this morning.

Mrs. R. Borland, of Cariboo, and Mrs. Glassey, of Kamloops, are at the Driard.

C. Wurtele, the new local agent of the G. N. R., arrived by the Victorian this morning.

Sam Thall, of the Yon Yonson Co., arrived from the Sound this morning and is at the Driard.

Athelsten Day of Atlin, is registered at the New England, having arrived this morning on the Danube.

H. O. Blankenship, of Atlin, arrived on the Victorian this morning from Seattle, and is staying at the Dominion.

B. R. Atkins, lately of the Kootenay Mail, Revelstoke, has been appointed private secretary to Premier Semlin.

Mrs. J. Wriglesworth, who has been visiting friends in Fernie, Nelson and Kamloops, returned home on Sunday evening.

Thomas O'Brien, a prominent lawyer of Golden, is in the city on important legal business, and is registered at the Dominion.

Among the passengers for the West Coast by the Queen City last night were William Wilson and Post Office Inspector E. H. Fletcher.

G. Inkster, W. B. McLennan, Jos. Bowdon, A. E. Johnson and Charles Sandhe arrived on the Danube this morning and are registered at the Queen's.

Chief Deasy, of the Fire Department, left this morning for New Westminster to attend the convention of fire chiefs to be held to-morrow, Thursday and Friday.

Among the passengers by the Islander this morning were Senator Templeman, Mayor Redfern and Ald. Humphrey, who will attend the opening of the exhibition at New Westminster to-day.

W. H. Shewan, formerly of this city, now of Atlin, returned this morning from San Francisco, where he has been visiting for two months. Mr. Shewan is registered at the Dominion, and intends leaving shortly for Atlin.

COME ALONG EVERYBODY WITH YOUR

Freight for Dawson

We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accidents. We will ship freight from Lake Bennett until October 15th, and possibly later. We get the goods through and in good shape. Call and see us before booking elsewhere. It will pay you. All sizes of scows, barges and boats for sale at our Lake Bennett Mills.

The Victoria-Yukon Trading Co., Ld.

Head Office: 34 Broad Street. Mills: At Lake Bennett. Stores, Etc: At Dawson.

Sporting News.

BASEBALL.

TO PLAY AT THE ROYAL CITY.

The Maple Leaf baseball team leaves to-night for New Westminster, where, on Wednesday, they will play the Vancouver nine in an exhibition match. The season is just about concluded as far as the Maple Leaf team is concerned, and the members are strongly desirous of winding up their season's triumph with a victory over the Terminal City players, who have been throughout their strongest rivals. The team has been chosen as follows: J. Holmes and Robertson, pitchers; J. Barnswell, catcher; D. McLeod, first base; J. Smith, second base; W. Wriglesworth, third base; W. McConnell, short stop; W. Burke, left field; G. Burnes, centre field; and L. Gill, right field. F. F. Jewell will accompany the team in his capacity as manager.

MONDAY'S LEAGUE GAMES.

At Chicago—Chicago, 1; Louisville, 6.
At Baltimore—Baltimore, 3; Brooklyn, 4.
At Boston—First game, Boston, 11; New York, 5. Second game, Boston, 5; New York, 3.
At St. Louis—St. Louis, 6; Pittsburg, 7.

THE WHEEL.

RACES AT TATTERSALL'S.

Chicago, Oct. 1.—The results of the N. Y. A. C. races at Tattersall's last night were as follows:

Mile. Open, Professional—John T. Fisher won; F. A. McFarland, 2nd. Time, 2:32 1-5.

Match race, best two in three heats, one mile, between Peabody and Kreamer—First heat won by Kreamer; time, 2:25. Second heat won by Kreamer; time, 2:26.

One mile handicap, professional—John T. Fisher won; H. Downing, 2nd. Time, 2:20 1-5.

Match race, ten miles, motor paced, between Burns Pierce and Frank Starbuck—Pierce won; time, 9:33 1-5.

RUGBY FOOTBALL.

PRACTICE ON SATURDAY.

The Victoria Rugby Football Club committee held a meeting last evening when it was decided to commence the season with a general practice match next Saturday, the opposing teams being chosen by the captain and vice-captain. All members of the club desirous of playing are requested to be on hand at 3 p.m. sharp. It is the intention of the club to commence practicing for the season's matches diligently and systematically, and the practice nights have accordingly been arranged for Tuesdays and Thursdays at 5 o'clock sharp, commencing this afternoon.

THE RING.

THREE FIGHTS.

Pittsburg, Pa., Oct. 2.—Jack McLeHan beat Solly Smith to-night in the sixth round.

New York, Oct. 2.—At the Coney Island Club to-night Spike Sullivan beat Jerome Quigley early in what was to have been a 25-round bout.

Buffalo, Oct. 2.—At the Olympic Club to-night Tom Conlig, of Dunkirk, N. Y., won from Jack Carrig, of Olean, in the fourteenth round.

THE TURF.

NOTTINGHAM RACES.

London, Oct. 2.—Charinia won the Nottingham handicap to-day at the first day's racing at Nottingham Autumn Meeting. Lexicon was second and Martha finished third.

The Bestwood Nursery Plate was won by Lucania, the Shrift filly and Mond being second and third respectively.

CRICKET.

RANJI'S TEAM WON.

Philadelphia, Oct. 2.—Prince Ranjitsinhji's English cricketers defeated the Gentlemen of Philadelphia on the Merion cricket club grounds at Haverford to-day, winning by 173 runs, an innings to spare. The locals totalled for the two innings 162 runs, while the Prince's team counted 435 in their innings.

AN "AD" To catch the eye is what an advertiser wants. Does this catch yours? If so, we want you to know that we are devoting our best energies to the Stock Brokerage business and the handling of mining propositions. We will buy or sell any and all stocks on any market. We also want you to come in and have a business talk with us and we will show you something brand new.

BEN WILLIAMS & CO.
Stock Brokers,
44 Fort St. 10 Broad St.

NEW VANCOUVER COAL CO., Ld.
NANAIMO, B.C.
SAMUEL M. ROBINS, Superintendent.

Coal Mined by White Labor.

Best Protection Island Nut Coal $4.25
Per ton, delivered.
Good fuel for cooking stoves.

Best Protection Island Lump Coal $5.50
Per ton, delivered.

KINGHAM & CO.,
44 FORT STREET.
Sole Agents for Victoria for the New Wellington Collieries.
Telephone Call No. 647.
Wharf, Store St. (Spratt's Wharf.)

—The total revenue received at the Victoria customs house during the month just closed amounted to $120,848.29. Of this $87,687.27 was collected at the Victoria customs house and $33,161.02 at the Northern passes. The imports of the month were: At Victoria, free, 104,359; dutiable, $242,919; total, $347,278. At Bennett, free, $4,065; dutiable, $141,831; total, $145,896. Total at Victoria and Bennett, $84,791.22. The exports of the month were: Produce of Canada, $142,666; not produce of Canada, $4,017.

—This morning Mr. Charles Wurtele, formerly Tacoma agent of the Great Northern Railway, took over the management of the local office. Mr. J. H. Rogers goes to Tacoma to take charge of the agency in that city.

—The annual provincial convention of the Young People's Society of Christian Endeavor of the Presbyterian church will be held in this city, commencing October 16th, and the two days following.

PASSENGERS.

Per steamer Yosemite from Vancouver—A Forrester, Miss Harvey, Miss Hills, M T Hewton, W H Charles, J McKay, Miss J Mooley, Mrs Glassey, Wm Borland, J M Fabey, Corp W Walker, M Hufferman, E Middleton, J Orforer, J Salmon, A Sutterworth, B Stone, Hon C A Semlin, Rev C Paddon, G A Kirk, Mrs Deveaux, Miss Deveaux, J Deveaux, J H Coles, A W Johnston, Frank Reid, C Down, A M Bannerman, Wm Botterell, C Fry, A J Hill, D Grant, Miss Schwengers, J O'Brien, Miss Williams, Mrs Hobbs, Miss Allison, D Fraser, J G Wilson, G Evans, J Johnson, H Carmichael, Mrs H Carmichael, A H Thompson, Rev J R Stephens, A C Fisher, Mrs Gilbert, H Ross, Mrs H Ross, J Drummond, Mrs Gleasson, T W Malley, Mrs W L Douglas, A Housong.

Per steamer Victorian from the Sound—Sam Thall, C Wurtele, A Elliott and wife, Mrs Claxton, C Davis and wife, F D Hummer and wife, Miss Durland, H Blankenship, Jas Russell, Oscar Willett, G C Rowan, C L Toye, J P Crerar, W C Schobrist, A Day, Mrs Donitor, Wm Wilson, Mrs Hillier, G Forquer, P F Kelly, Ed Powell, C Chunler, W A Chisholm, D Brazon, F Silver, N Olsen, Mrs Witham, G R Reed, F J Claxton, W Shewan, L Granville, Mrs Chisholm, Mrs Durland, C C Clark, Geo Miller, Geo Mellor.

CONSIGNEES.

Per steamer Yosemite from Vancouver—C R King, Gordon Hunter, G Everton, Hudson Bay Co, S J Pitts & Co, B & K Mill Co, W B Summer & Co, King Sing Wing, Lenz & Leiser, W J Pendray, C Cazits, Brown & Cooper, Dep of Mining, E G Prior, S Leiser, W Malram, E G Dieger, J H Todd & Son, J J Duffey & Co, Parsons Prod Co, Henderson Bros, F H Maynard, Dom Exp Co.

Per steamer Victorian from the Sound—P McQuade, Sinclair & Co, H Mansell, Ames Holden Co, Henderson Bros, D H Ross & Co, Weller Bros, D Spencer, H Young & Co, John Ruggers, W & J Wilson, R H Johnson, Weller Brothers, Brackman & Ker, E G Prior & Co, McCandless Bros, Albion Iron Wks, Pichon & L, F M Brougham, A & W Wilson, F Watson, Vic Book & S Co, Pell & Co, W G Chamberlain, Berry & Thurston, B C Furn Co, G C Hinton & Co, Prov Cigar Co, Victoria Shoe Co, T N Hibben & Co, M W Waitt & Co, J P Burgess, B C Job & C Co, M J Newton, New West Gas Co.

Per steamer Danube from Skagway and Northern Ports—R H Hall, Hud Bay Co, H D Tremayne, Carlisle Canning Co, M K Rodgers, Order Bank of B N A, T Earle.

An Indianapolis storekeeper who sells wooden shoes says that this style of foot-wear is extensively used by people who work in canneries, where hot solder, acid, etc., on the floors would ruin shoe leather.

J. H. Russell, of Kamloops and Atlin, is in Ottawa, where he has been awakening interest in the Atlin camp by his published estimate of the season's output, which he places at $2,000,000, from August 1st to September 15.